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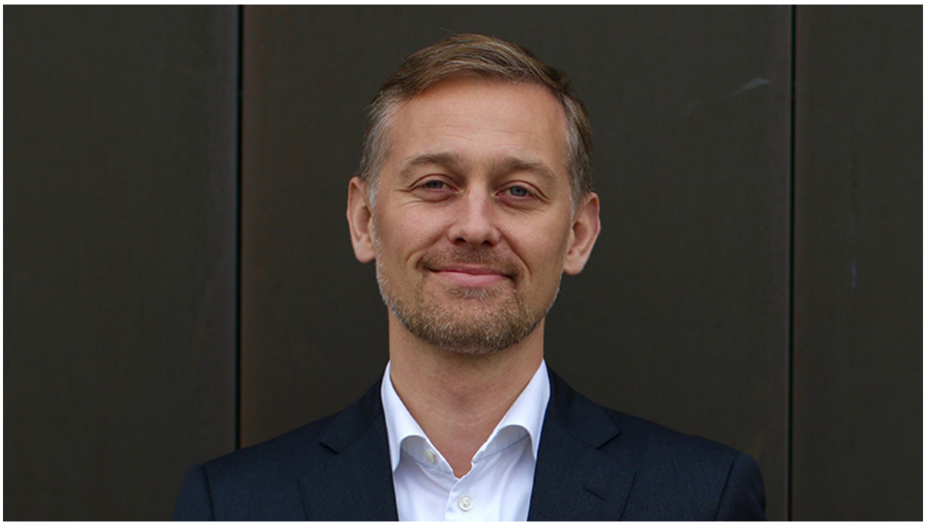
Regional regulations gain ground at Global Maritime Forum



SHIPPING LEADERS HAVE broken from their fixed industry positions by voicing support for regional decarbonisation measures, while adding more pressure on global regulators to impose mandatory full decarbonisation by 2050.

The proposals formulated by groups of stakeholders, including Maersk Tankers and Torvald Klaveness, mark a notable escalation by those in the industry who seek more rapid action and stringent regulation.

That is in contrast with those sticking to the more cautious policy through the slower but all-encompassing front of the International Maritime Organization.

The recommendations were heard during a week of confidential virtual workshop events organised by the Global Maritime Forum.

Christian Ingerslev, chief executive of Maersk Tankers, told a panel discussion that the working group he was in is recommending that the GMF "actively support efforts to introduce regional carbon taxes, initially focusing on the EU Emissions Trading System".

Mr Ingerslev's remarks are in stark opposition to the condemnation shipping industry lobbies and companies have levelled against efforts to include shipping in the European Union's Emissions Trading System.

The European Commission has committed to include shipping in the carbon market. The European Parliament recently voted in favour of the inclusion, paving the way for negotiations with governments and the commission.

These developments have come to the vocal displeasure of leading shipping groups who want singular and global regulation via the IMO.

Mr Ingerslev acknowledged the ideal solution would be to have a global carbon levy that results in a level playing field. But he said that option has limited political support in the IMO and pursuing only that tool risks achieving no progress and bringing “sub-optimal” political interventions.

“Consequently, as a parallel to pushing for a global levy through the IMO, we should lean in by showing active support and push for national and regional regulations,” he said.

Regional measures will create the incentives that are needed for shipowners to invest and fuel suppliers to innovate as the demand is created. It will also generate confidence that it can work and increase the likelihood of a global levy.

The call for support behind regional regulations is one of the many recommendations coming out of the GMF.

It is unclear exactly which companies and organisations were part of the GMF working group that Mr Ingerslev represented in the event. A forum spokesperson said the working groups met under Chatham House rules of anonymity.

Lasse Kristoffersen, chief executive of Torvald Klaveness, said the industry should focus on how the EU Emissions Trading System will happen, and not when.

“We need to embrace that, engage in it, and maybe we could structure that mechanism so that it becomes a global one,” he said.

Nigel Topping, the UK’s High Level Climate Action Champion, echoed Mr Ingerslev, warning the shipping industry that delaying action to get a global levy will be viewed with scepticism from the outside.

“I do not mean you should not pursue it, but I think a pragmatic approach to regional pricing is much more likely,” he said.

In yet another point with significant ramifications, Mr Ingerslev also said his working group wants the GMF to be the voice and stop for shipping companies get subsidies.

“There are significant green initiative subsidies available at a regional level, particularly for onshore, but shipping seems to lack a voice and persuasive story to gain access to these funds,” he said.

This specific recommendation pushes the forum to become more of a political actor and effectively supplant some of the activities that traditional lobby groups have been expected to carry out.

Euronav chief executive Hugo De Stoop said that while his working group did not discuss the specifics of a carbon levy, it does support a global one through the IMO, not regional ones.

Mr Kristoffersen named carbon pricing as the “silver bullet” that will close the competitiveness gap between low-carbon and current fuels. He supported a global levy through the IMO with revenues returned to the shipping industry for decarbonised shipping and can be gradual.

But without a carbon price, as is the case today, shipping needs a “plan B,” Mr Kristoffersen said, which entails the several decarbonisation measures and leaderships by what he labelled a “coalition of the willing”.

The IMO is set to revise its initial greenhouse gas strategy, including its decarbonisation targets, in 2023.

Mr Kristoffersen was clear that regulators need to significantly raise the stakes from the current target of cutting emissions by at least 50% by 2050.

“We think we need to say clearly that shipping is aligned with the rest of the world and in the updated strategy say we need to get to zero in 2050,” he said.

Mr Topping said the maritime industry, like aviation, has had an “easy time” because of its exclusion from Paris Agreement and warned there is “low trust” for the industry when it comes to its sense of urgency in decarbonising.

UN climate talks in November 2021 would be an opportunity for shipping to demonstrate that it is more ambitious than it is thought of.

“I think it will provide a wonderful platform for you as an industry to tell the world that you are behind the ambitious ends of the Paris Agreement goals — even if you are not covered by it — and laying out that road map of how all the sectors along the value chain and around the value chain can get to net-zero by 2050,” he said.

Fractured regulatory framework fears raised

SHIPPING faces a tougher regulatory environment and greater scrutiny as it emerges from the pandemic, but will need to ensure there is a global approach to any new oversight.

The sector will have to confront both new environmental pressures to decarbonise at a time when global hegemony was fracturing, and as challenges to globalisation threatened to disrupt supply chains.

Ioannis Plakiotakis, Greece's minister of maritime affairs, said that the environment would be crucial for the future of shipping from both a regulatory and financial perspective.

While the industry had done much to reduce its emissions and had been "deeply engaged" with the sulphur-cap rules introduced at the start of this year, there was still further to go, he said during a webinar hosted by the International Chamber of Shipping.

And while he praised the European Green Deal as a "visionary approach to the to a more sustainable climate neutral Europe", he warned against regionally led initiatives that would affect global shipping.

"Sectors such as shipping, due to their international nature, require the implementation of global regulations and standards to preserve a global level playing field. This should be dealt with particular caution, paying attention to their contribution to the national, European and international economies."

The industry had rightly been vocal in stressing that the inclusion of international shipping in a European ETS would negatively impact on international trade, as it was likely to trigger retaliation from the European Union's trade partners.

"More importantly it would undermine the ongoing procedure within the International Maritime Organization for a potential global market-based solution that may prove necessary for the implementation of its strategy objectives," Mr Plakiotakis said.

"Shipping is a truly international industry that can only operate effectively if the regulation and standards are agreed, adopted and implemented on an international level."

The United Nations Convention on the Law of the Sea recognised the International Maritime Organization as the sole international regulator of international shipping which guaranteed a "bright and sustainable future for shipping".

His argument was supported by Ocean Network Express chief executive Jeremy Nixon, who said carbon levies needed to be applied in a uniform, transparent and fair manner.

"We are ready to self-tax as an industry," he said. "We are ready to step up and start paying these bunker taxes that go into research and development, and doing it to a global, uniform standard.

"What we can't have is and individual regional and piecemeal approach where we will break down the uniformity of our trading system and not be able to predict what we have to do and be able to manage that."

But it is not just in the environmental issues that shipping will face greater scrutiny, according to Sean Doherty, head of international trade and investment at the World Economic Forum.

"In many parts of the world we have seen large government intervention in the economy in response to the pandemic," he said.

Combining this with the empty government coffers and the inequality crisis that is occurring is likely to accelerate the international focus on tax, competition and national subsidy issues.

This would eventually affect shipping directly, said Mr Doherty.

"At a minimum, state financing for ports and vessel construction will be examined. The need for responsible tax behaviour will be heightened. Competition enforcement actions will also likely become more international in nature."

Tied to the more stringent approach to regulation was an increased level of protectionism that could extend the impact of the crisis.

"There are clear signs that the narrative of supply chain resilience is being as a rationale for driving near-shoring in both the US and EU," he said. "But the evidence shows that having a diverse global network is more robust in providing options."

Despite this, the trend towards protectionism that had led to the US–China trade war showed signs of increasing, said Jan Hoffmann, head of the trade logistics branch at the UN Conference on Trade and Development.

"Any type of protectionism is bad for trade," he said.

"It is also bad for investment because the uncertainty makes investors require a higher return on investment."

But the most concerning effect was the weakening of the multilateral system, he added.

"We need a strong rules-based system and the extent that we weaken these solutions, whether it be the World Trade Organization or the IMO, is worrying."

WHAT TO WATCH

Chinese demand props up dry bulk markets

CHINA'S demand for raw materials has helped the dry bulk market during the pandemic, according to Pacific Basin.

In the first eight months of the year, China's imports rose 8% compared with the same period a year earlier, with record volumes seen in July of 180m tonnes, of which a high of 28m tonnes were minor bulk commodities, the Hong Kong-based owner and operator said in a trading update.

While minor bulks are expected to drop 2% this year, the market has recovered during the past two months, said chief executive Mats Berglund. Likewise, coal demand has seen a recovery in recent weeks.

Mr Berglund said that he had not seen any effect on shipments from the recent news of China allegedly banning Australian coal.

It seemed unrealistic to shut out Australia which supplies a large proportion of coking coal needed for China's robust steel-making industry, he said, adding that China would have to "scramble" to find alternative sources farther afield, which seemed unlikely.

While Chinese steel exports dropped, its steel imports have increased, which has led to a higher concentration of bulkers in the Pacific region, the company said.

That has provided some additional support to global freight rates in recent months.

Grains trades have also supported the dry bulk market, said the company, which has handysizes and supramaxes in its fleet.

"Dry bulk market freight earnings remain lower than we would like, but they do demonstrate a valuable degree of resilience in light of the global pandemic," Pacific Basin said, adding that it does not expect to be profitable in 2020 given the hefty losses earlier in the year.

"We believe the worst is behind us and the long-term outlook is positive, thanks partly to reduced fleet growth in the years ahead," it said, adding that there has been nothing wrong with demand; it's been "the supply that's been too high."

Mr Berglund urged banks not to offer funding for newbuildings given that it made more sense to acquire secondhand tonnage in today's market.

He reiterated that the company would look to buy vessels based on opportunities with cash on hand and traditional mortgage financing.

"We have the capacity to buy ships without raising equity," he said.

Meanwhile, operating costs are expected to increase by about $300 per day because of higher crew costs in the latter part of the year, the company said.

In addition, it is evaluating the impact from US plans to terminate its bilateral agreement with Hong Kong, which provides reciprocal tax exemptions on income from international shipping from 2021.

Had it been liable to pay US shipping tax on our international shipping activities in US waters in 2019, it estimate that this would have reduced its total core time charter equivalent earnings and operating activity margins by about $150 per day.

"We are investigating and hope to find solutions to significantly reduce or even eliminate any impact on our company," it added.

OPINION

Maritime leaders see pandemic as springboard for change

SHIPPING has proved its resilient during the past six months: no one could see the impact of the coronavirus pandemic, so no one made an emergency plan.

However, far from buckling under the strain, resources have been redeployed, homeworking has become widespread and digital solutions have been hurried into service.

The speed at which shipping has responded has been impressive, according to today's International Chamber of Shipping leadership webinar. Although the crew change crisis has dampened the celebrations, there is much to applaud.

"Shipping is now talking with many stakeholders we didn't talk to before," said Torunn Biller White, chief risk officer at Gard, the Norwegian P&I club.

The industry has developed contingency plans and become much more agile in its thinking, she stated. There is greater willingness to invest in digital technology, new learning opportunities are being explored, and improved levels of communication created.

More broadly, shipping has been forced to embrace collaboration as a way to tackle external threats, such as the current pandemic.

The pandemic has reinforced underlying consumer patterns, argued Lars Karlsson, a former director of the World Customs Organization.

This has been achieved by a rapid transition from just-in-time to just-in-case, by a focus on transparency and predictability, and by an accelerated uptake of digitalisation.

However, he warned that protectionist activity has become more intense over the past three years than for decades.

Jan Hoffmann, chief of the Trade Logistics Branch at the United Nations Conference on Trade and Development, suggested that technological progress has increased in speed "and will get even faster".

This prompted Jeremy Nixon, chief executive of Ocean Network Express, to wonder whether shipping would have been capable of responding quite so well a decade ago.

This discussion revealed that the post-pandemic norms for shipping are becoming clearer. The health crisis has undoubtedly pushed the search for digital solutions, and there is an acceptance that sustainability and decarbonisation of the industry will never be achieved company by company. Collaboration is key, transparency is the pathway and cyber-secure digitalisation is the driver.

The elephant in the virtual room is no longer what should be done, but when should it be done.

Latching on to the comment by ICS chairman Esben Poulsson that "this industry is not for the faint-hearted", observers might have wondered whether decarbonisation goals stretching out to 2050 are valid any longer.

If shipping can respond to an immediate threat like coronavirus as well as it has, a timeline for clean emissions 30 years distant looks outdated.

This insightful webinar separated the immediate threats (crew change crisis, supply chain resilience, trade conflicts) from the longer-term dangers (increasing protectionism, decarbonisation and regional fuel levies). It asked whether shipping should take courage from its response to the pandemic to be more ambitious with its decarbonisation goals.

Shipping exists in a global knowledge economy. The industry must lock in the progress it has made during the pandemic and use it as a springboard for change.

If maritime leaders achieve this, the International Maritime Organization's goals can be achieved with time to spare. But if progress is allowed to slip back, even 2050 will be a tall order.

ANALYSIS

Health crisis spurring impetus for digitalisation

THE coronavirus outbreak has thrown the spotlight on digitalisation in shipping and the two key themes that emerged were the need for collaboration and the use of technology to improve seafarer welfare.

A panel at the Lloyd's List Asia-Pacific Technology Forum highlighted these two issues in particular as it looked back on what has been an extraordinary year in shipping.

"The pandemic is an opportunity for us as an industry to reflect on areas where we think we can collaborate and for sure," said Synergy Marine chief executive Rajesh Unni.

Speaking during a Lloyd's List Asia-Pacific Technology Forum, Mr Unni said the health crisis had "accelerated the thought process and also shown us that we can adapt in a manner that we had not expected to be able to in the past".

CyberLogitec general sales manager Benjamin Hadfield said there was a high degree of interdependency in the container line industry, making it an area ripe for collaboration.

"Our view is that some of the initiatives that the DCSA [Digital Container Shipping Association] is taking in terms of data normalisation now become very critical," he said.

But it was also important to change the overriding perception in the industry of a conservative and somewhat adversarial approach towards collaboration.

"We need to get to a point where there is data transparency between partners," said Mr Hadfield.

Toshiro Arima, head of Digital Transformation Centre at ClassNK, said class societies could play an important role as a trusted intermediary.

He said system integrators would play a more important role in future as more players from outside traditional shipping play the role of disruptors in shaking up the industry.

Dr Arima also suggested that the relationship between stakeholders would change in future.

The situation caused by the pandemic also highlighted the gap in internet connectivity between sea- and land-based users, noted Inmarsat business development manager Toh Keng Hoe.

"There has been a realisation of the importance of broadband and how connectivity at sea is behind land-based connections and the crisis has exacerbated this," he said. "We have seen among our clients an uptick in interest about what they can do to improve crew welfare."

The key to making the best use of technology, however, is not just to see digitalisation as an enabler, but as a part of the organisation's core strategy, said Mr Hadfield.

He said that as a result of the developments in the container sector and the ensuing windfall some lines might be tempted to invest in newbuildings rather than technology for the future.

This could open up opportunities for third party logistics providers if they invest more in technology to provide better service to their clients than the lines, he suggested.

With the lines continuing to be burdened by many legacy systems and the accompanying issues, getting the basics right and improving their technology stacks must be addressed first. Many solutions the lines have put in place in the past were aimed at fixing specific problems, leading to myriad systems that were not integrated, he explained.

"Having a dispersed tech stack doesn't enable you to do this in a holistic way," he warned.

MARKETS

US east coast throughput rises on improved global trade

THE US east coast ports of Virginia and Charleston saw rising throughput figures in September in line with similar reports across the country as global trade improves.

The throughput announcements came as the International Monetary Fund improved its forecast for global trade volumes of goods and services for this year to a 10.4% contraction — a 1.5 percentage point improvement from its June forecast.

The improved outlook followed the World Trade Organization which last week also revised an earlier forecast.

The WTO had expected global trade to plunge this year more than twice as much as it did during the financial crisis in 2009. But that view has now changed, largely because of a surge in trade during June and July.

"There is reason for optimism on the trade front with a smaller than expected decline," said WTO chief economist Robert Koopman. "Asian exports have been strong."

The organisation said trade for the year to date exceeded expectations due to a surge in June and July as lockdowns were eased and economic activity accelerated.

The improving trade outlook was underlined in the port of Virginia as September marked the fourth-consecutive month of month-on-month growth for the facility, with overall throughput of 256,439 teu, a 4% increase compared with August.

Following a national trend, Virginia did see an imbalance between loaded imports of 121,115 teu and exports of 75,526 teu. But officials were pleased by the overall September volume, which topped last year's figure by more than 15,000 teu.

John Reinhart, chief executive of the Virginia Port Authority, said "the rebound continues" and that "imports could remain strong into 2021" because of inventory restocking and seasonal shopping.

Mr Reinhart underlined an important new trend as the port's record volume in September was delivered by "the fewest number of vessel calls" as shipowners are "beginning to capitalise" on their investments in big ships.

"They're running fewer vessels, but carrying more cargo," he said, as officials noted the mid-September arrival of the 2020-built, 15,125 teu CMA CGM Brazil, the largest-ever boxship to call at Virginia.

Since 2015, the average number of containers per vessel calling Virginia has increased more than 71% to more than 1,200 boxes today compared with 700-plus in 2015.

"This is exactly what we planned for when we mapped out our $800m capacity expansion at Norfolk International Terminals and Virginia International Gateway," said Mr Reinhart.

"Our investment is showing its value and paying dividends for our customers. We're handling the volumes in record times at the berth, the gate and the rail operation."

But Mr Reinhart is taking nothing for granted despite the record volumes.

"We are in close communication with our customers and the cargo owners and keeping a close watch on trade trends and the spread of the virus to ensure that we are ready for any changes that may be coming."

Meanwhile, about 450 miles to the south, the South Carolina Ports Authority said September volumes reflect "the strongest year-on-year activity since the pandemic hit, showing a continued recovery and strength in containers".

Overall, the port of Charleston handled 195,101 teu at its Wando Welch and North Charleston container terminals — a record September for SC Ports and a slight increase year on year.

"September volumes outperformed expectations as we see an uptick in cargo flowing through our marine terminals and inland ports. We will continue to operate well-run terminals, as we have throughout the pandemic," said SC Ports president and chief executive Jim Newsome.

"We remain highly focused on capturing more retail goods and e-commerce cargo, such as with

Walmart's new 3m sq ft distribution centre in Dorchester County, South Carolina."

SC Ports also saw the record-setting CMA CGM Brazil call on Charleston in September which, officials said, showcased the facility's big-ship capabilities, efficient operations and deep harbour.

"The ability to seamlessly handle CMA CGM Brazil highlights SC Ports' deep harbour and modern capabilities," added Mr Newsome.

Still, the arrival of big ships and increased cargoes will depend on the continued recovery of supply and demand around the world, especially on the ability of manufacturing centres to boost their output based on demand growth.

Port officials are wise to remain cautious, as the budding improvement in global trade could end quickly — especially if there are renewed outbreaks of the coronavirus, requiring further shutdowns.

Whether the recovery can be sustained over the medium term will depend on the strength of investment and employment, the WTO said. Both could be undermined if confidence is dented by new outbreaks of the coronavirus, which may force governments to impose additional lockdowns.

The WTO warns that renewed tightening of restrictions, particularly in Europe and North America, would likely mean a weakening in global demand, including for Asian products, limiting growth in the area and hampering global trade expansion.

Wider issues are also still at play, including import tariffs which remain high after being increased during the past two years, the WTO's appellate body has ceased functioning while waiting for a new head and trade disputes are spreading to the technology sector.

WTO deputy director Yi Xiaozhun warned that "a descent into protectionism" in the aftermath of the pandemic would be among "the greatest risks for the global economy" — and that could not be good for trade.

IN OTHER NEWS

A2Z Drone Delivery starts new system to lower ship payloads

WITH the maritime industry starting to deploy drones in more applications such as delivering parcels to ships, US-based drone delivery developer A2Z Drone Delivery has piloted a delivery mechanism that free-falls its tethered payload to vessels.

This not only enables delivery to vessels in conditions where landing the drone would be difficult but also reduces time on-station, the company said in a press release.

This technology is at an early stage of development, but the company through its flagship product, the RDS1, is offering to deliver payloads from sufficient altitude to clear ground obstacles, mitigate noise and keep recipients at a safe distance from spinning rotors by lowering them in much the same way a helicopter does.

ICTSI invests $18m to boost Ecuador port neopanamax capacity

PORT operator International Container Terminal Services, Inc is increasing its investment in Ecuador's port of Guayaquil, pumping in $18m to boost the port's capacity to handle neopanamax vessels.

ICTSI unit Contecon Guayaquil SA signed an investment contract with the Ecuadorian state to further strengthen and develop the port with a three-stage expansion project.

This will involve extension of quay cranes to handle neopanamax container vessels, accompanying reinforcement work on the docks, and deepening of Pier 1's draft to 13.5 m.

Japan targets ammonia in green power generation switch

JAPAN looks set to ramp up its imports of ammonia with the country's largest energy producer aiming to use this next-generation fuel to co-fire all its coal-powered plants in the next 15 years.

Jera, which owns 26 power plants across eight prefectures, spelt out its intent to shut down all inefficient coal-based plants by 2030 in its announced zero-emissions road map.

The road map highlights the eventual goal of using ammonia to fire all Jera's thermal power plants by the 2040s.

Maersk moves ahead with Damco integration

MAERSK has embarked on its first air freight operation since it combined Damco's air and ocean less-than-container load shipping with its own service products.

The Danish giant has chartered 11 planes to move cargo for a "leading tyre manufacturer" from Thailand to Japan, according to a release. The first plane departed at the weekend.

"The team secured the best suitable aircraft, while optimising and maximising the load on each flight to meet its shipments transit, cost and dimensional requirements," said the company.

Norden sells product tanker after storage boom

NORDEN, the Danish shipowner and operator, said it has sold a product tanker to an Asian buyer.

Norden sold the Belize-flagged, 49,962 dwt *Nord Andes*, bought from Donnelly Tanker Management in December last year.

"Having generated excellent revenues on the vessel during a strong market, we have now sold *Nord Andes* at roughly the same level as the purchase price, which is an agile asset trade within just 10 months," said chief executive Jan Rindbo.

Study examines use of hydrogen fuel cells to power containerships

BOXSHIPS using the Pacific route between the US and Asia would only require a minimal share of globally used hydrogen to run on the clean fuel, a new study has found.

Based on containership operations in 2015 in one of the world's busiest trade lanes, it found that 730,000 tonnes of liquid hydrogen — or 1% of 2019's global industrial hydrogen use — would be needed, the International Council on Clean Transportation said.

In a separate study, in March, it found most containerships operating in the Pacific between China and the US would require only minor adjustments to be powered by hydrogen.

Norway's Fjord Line axes more jobs as chief exits

NORWEGIAN ferry operator Fjord Line has cut another 140 jobs and replaced its chief executive, as travel restrictions continue to impact the ferry trade.

The company said Rickard Ternblom would step down with Arne Roland, a former oil and helicopters executive, to act as interim chief executive.

Fjord Line said it has cut about 300 jobs since August and the further cost cuts were necessary after its situation worsened over the autumn, with "very few passengers" on its ships.

Qatar Petroleum books capacity at UKs Grain LNG terminal

QATAR Petroleum has secured up to 7.2m tonnes per annum of storage and regasification capacity at the Isle of Grain liquefied natural gas terminal in the UK's southeastern county of Kent.

It has entered into a deal through an affiliate with the UK's National Grid Grain LNG, which operators the terminal, for access to the agreed capacity over 25 years from mid-2025.

The deal will back the expansion of the Grain LNG terminal, which is capable of storing and delivering gas to meet at least a quarter of demand in the UK, a joint statement said.

Classified notices follow

Department for Transport

THE GREAT YARMOUTH THIRD RIVER CROSSING DEVELOPMENT CONSENT ORDER 2020

THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

NOTICE OF A DECISION ON AN APPLICATION FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR EIA DEVELOPMENT

The Secretary of State for Transport ("the Secretary of State") gives notice under regulation 31(2) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 that a determination has been made on an application made by Highways England ("the Applicant") for development consent under the Planning Act 2008 ("the 2008 Act") for Environmental Impact Assessment development.

The DCO as applied for would grant development consent for the construction, operation and maintenance of a new crossing of the River Yare in Great Yarmouth. It would comprise a new dual carriageway road, including a road bridge across the river, linking the A47 at Harfrey's Roundabout on the western side of the river to the A1243 South Denes Road on the eastern side ("the Proposed Development"). The Proposed Development would feature an opening span double leaf bascule (lifting) bridge across the river, involving the construction of two new 'knuckles' extending the quay wall into the river to support the bridge.

In addition, the DCO would contain compulsory acquisition powers in relation to land and rights that would be required for the purposes of the development.

The Secretary of State has determined, following consideration of the report of the Examining Authority which conducted an examination into the Application, that development consent should be granted and has decided, therefore, to make an Order under sections 114, 115 and 120 of the 2008 Act.

The statement of reasons for deciding to make an Order granting development consent, which has been prepared by the Secretary of State under section 116 of the 2008 Act and regulation 31(2) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, containing the content of the decision, the requirements imposed in connection with the development, the main reasons and considerations on which the decision is based including relevant information about the participation of the public, a description of the main features to avoid, reduce and offset any major adverse effects of the development and information regarding the right to challenge the decision and the procedures for doing so, is published on the Planning Inspectorate`s web-site:

https://infrastructure.planninginspectorate.gov.uk/projects/eastern/great-yarmouth-third-river-crossing/

It is also available in the following location:
The Planning Inspectorate
National Infrastructure Directorate
Temple Quay House
Bristol
BS1 6PN

To make an appointment for inspection of the documents contact the Planning Inspectorate on 0303 444 5000 or email NIEnquiries@planninginspectorate.gov.uk.