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Lloyd's List
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Shell linked to LNG-fuelled VLCC orders at DSME

SHELL HAS EMERGED as the interest behind the letter of intent signed with Daewoo Shipbuilding & Marine Engineering for 10 dual-fuelled very large crude carriers.

Industry sources familiar with the matter said the energy giant, a strong advocate of using liquified natural gas as a marine fuel, was now discussing with several owners about working together on the newbuilding project that could be worth more than $1bn.

"In the past these have been very lean deals with the charterer unwilling to take the residual risk of the LNG component," one source said.

A dual-fuel newbuilding VLCC costs more than $100m, according to previous deals and brokers' estimates. That compares with about $85m for the same tonnage equipped with conventional propulsion systems.

Shell declined to comment when approached by Lloyd's List.

Maran Tankers Management, the oil shipping unit of the Angelicoussis Group, and US-listed shipowner Euronav were said to be involved in the ordering discussion.

But a spokesperson for Euronav told Lloyd's List the company was not involved in the deal, while a spokesperson at Maran flatly declined to comment when approached for confirmation.

Speculation over Shell's appetite for ordering LNG-fuelled VLCCs has been circulating in the market for months.

The oil and gas major was said to be in talks with several Chinese Leasing companies — including ICBC Financial Leasing, Bocomm Financial Leasing and Minsheng Financial Leasing — with intention to order up to eight super-sized tankers of this type.

Bocomm Leasing earlier this year ordered a dozen LNG-fuelled long range two tankers at Chinese yards backed by time charters from Shell.

An executive from one of the involved lessors said his company remained interested in Shell's ordering plan for the VLCCs, and may join the project "if the price is appropriate".

But he added his company would prefer a "financial lease" as the means of financing the deal. That is because under the quasi-loan arrangement, lessors will not hold the assets upon the end of the bareboat charter over concerns about the current high price of LNG-fuelled VLCCs and the uncertainty over their residual value.

DSME announced the letter of intent earlier this week, without identifying the buyers.

The South Korean builder said formal shipbuilding contracts could be signed in the first quarter of next year and expected the deal to help it win more gas-fuelled newbuilding projects in the future as demand for such type of ships increases.

Several shipowners have already made a foray into building LNG-powered VLCCs, with Cosco Shipping placing one ship at Dalian Shipbuilding Industry last year.

That was followed by a pair ordered by Malaysian shipowner AET in April with another South Korean builder Samsung Heavy Industries.

As recently as August, Shell was touting progress towards a VLCC with LNG fuel gas systems to a restricted circle of owners.

An internal project sought to slash the differential with the price of an oil-fuelled VLCC newbuilding by 25% to 50%.

Previously the capital cost uplift for configuring a VLCC for LNG as a fuel with a range of 12,000 nautical miles was estimated to be $13m.

The company's study outlined a number of options that could potentially reduce the additional cost by 40% to just $7.6m. Measures included using cheaper high manganese steel for LNG bunker tanks, and configuring the vessel for a single tank instead of two, with a reduction in operating range.

A "more conservative" approach might yield 25% savings on the added cost of a dual-fuel VLCC, while looking ahead Shell believed that a single-fuel strategy could shortly have the potential to eliminate the cost differential altogether.

One tanker executive speaking with Lloyd's List on the basis of the configuration concepts he had seen from Shell in the summer said that the trade-off between cost and redundancy in the design could make some owners wary.

However, he had no knowledge of the plans currently being proposed to owners.

WHAT TO WATCH

Logistics industry calls for UK government help on port congestion

THE UK logistics industry has called on the government to help resolve port congestion as volatile container trades continue to roil supply chains.

In a letter to the Department of Transport, eight trade groups called for "sensible flexibilities and easements" to help move containers on and off ports.

Pandemic-led disruptions to demand and supply have caused congestion at box ports around the world.

Congestion at the British ports of Felixstowe, Southampton and London Gateway has delayed cargoes, diverted ships from the UK and hiked costs for freight forwarders.

"Although we are hopeful that the current peak of port congestion has passed, high volumes remain and could persist for some months, running into the period of the end of the EU transition," the letter says.

The signatories include the UK Chamber of Shipping, the British International Freight Association, the UK Major Ports Group, Logistics UK and the Road Haulage Association.

They say global factors contributing to the container imbalance, like the surge in ecommerce and climate change, were beyond the industry's control and could not be solved overnight.

In the UK, higher demand for stock ahead of Christmas and the Brexit transition worsened the situation.

But it said government and industry together "should seize this opportunity to reform the conditions that would make acute freight congestion less likely in the future."

Such reforms could include road and rail investments, and more consideration of freight in planning.

Honda has said it would pause its UK car production citing parts shortages.

Forwarders have asked the government to intervene at Felixstowe, while European shippers and forwarders have called for liner shipping companies to review their practices to help restore stability.

A UK forwarder told Lloyd's List there was about as much chance of a vessel not calling at the UK as calling there when due, such was the extent of congestion. One ship had unloaded containers at Morocco rather than call at Felixstowe, he said.

"Everyone's got the same issue – too many containers, too many empties," he said.

But he added: "Why on earth would Honda still be operating a just-in-time model and not stocking up in a market that everyone knows is totally unreliable?"

Drewry ports and terminals analyst Eleanor Hadland said the UK port industry had entered a downward cycle where congestion slowed ship productivity, causing carriers to depart the port before completely unloading – a "cut and run" – which in turn worsened the congestion.

Irish Sea deal could see most goods exempt from EU tariffs

BRITAIN needs more time to put post-Brexit arrangements in place on the island of Ireland and in the Irish Sea and should ask Brussels for phased implementation rather than attempt to meet a hard deadline on January 1, the biggest Irish Sea ro-ro operator said.

The intervention from Stena Line comes after Cabinet Office minister Michael Gove and European Commissioner Maros Sevcovic reached agreement in principle on key sticking points in the divorce talks as it relates to Ireland.

Details of the protocol have yet to be published, pending an inked-in deal. But media reports suggest that the plan would allow at least 90% of goods crossing the Irish Sea to avoid European Union tariffs, even in the event of no-deal Brexit.

Some animal and meat products will be subject to tariffs if deemed at risk of being sold in the Irish Republic, which remains part of the EU. These tariffs will be refunded if the goods stay in Northern Ireland.

EU officials will also get the right to inspect goods crossing the Irish Sea without prior warning or permission.

Many other headlines have been negative, including Ineos Automotive's confirmation that production of a new 4x4 vehicle, initially due to begin in Bridgend in Wales next year, will now be switched to France. Access to markets and suppliers were cited as major factors in the decision.

Meanwhile, in a statement issued in the name of executive director Ian Hampton, Stena Line argued that the systems and infrastructure required for customs checks in Northern Ireland and the rest of the UK would not be finalised on the first date of 2021.

"With many companies in the supply chain still not ready we believe a further 'implementation phase' is required by both the UK and the EU," he said.

The company — which carried 750,000 freight units on the Irish Sea in 2019 — welcomed the UK government commitment to a pragmatic approach to customs requirements after the end of transition period.

The approach will see the imposition of full controls on most imports delayed by six months, and Stena urged the EU to reciprocate.

"It is in the interests of the both the UK and EU to prioritise trade flows over customs and agrifood checks at the border.

"The goods being transported will change little in the short term, and with the UK adopting all EU rules, there will be little risk after January 1. We would like to encourage both parties to continue to work together as they have done up until now, until systems are ready."

It is also vital that the UK's role as a land bridge for Irish truckers continues, as freight logistics networks serving Britain, Ireland and the continent are geared around processing and distribution centres in the UK's central corridor.

These centres process goods for distribution for sectors such as retail and pharmaceuticals and cannot simply be by-passed by a direct route.

"The land bridge remains the shortest route for Irish goods to enter the EU market, and vice versa, so it is particularly vital for Ireland that the EU plays their part to keep freight moving through Britain and on to the Continent."

The argument echoes concerns raised by Irish Republic politician Neale Richmond, Europe spokesperson for the coalition partner Fine Gael party, in a recent interview with Lloyd's List.

"Brexit changes things by making the land bridge more expensive and a lot slower. No one can afford for their trucks to be parked up for five or six hours," Mr Neale said.

As a result, the Irish Republic's government has backed new ferry routes direct to the continent, including Rosslare to Lisbon and Duisberg, and sees untapped potential for routes from Cork.

Trafigura expects to become more active in tanker spot market

TRAFIGURA, the commodities trading giant, expects pressure on the tanker market to continue.

Market fundamentals over the next six to 12 months "are not encouraging", mainly due to demand destruction for oil and continued production cuts, the Geneva-based company said in its annual earnings report.

That is combined with more tankers coming out of floating storage. As a result, Trafigura is expecting to redeliver more than half its current time-chartered fleet by the end of the year.

"We also anticipate becoming more active in the spot market, which we believe will offer a cheaper solution to ship our cargoes," it said, adding that a priority for next year is to continue improving ways to cut CO2 emissions.

Its chartering fixtures rose to 3,098 in the 12 months to end-September from 3,001 the year before.

The average number of tankers under time charter, depicted as those on hire for more than three months, climbed to 160-180 from 100-120. At the peak, it controlled more than 220 owned and time-chartered vessels, excluding liquefied natural gas carriers.

The "wet freight team delivered a robust performance and increased profitability compared to 2019, making this our best year on record", Trafigura said, adding that the team built a long freight position across all segments with a blend of shorter- and longer-period deals.

The company recorded a $374m cash inflow from the profitable disposal of its non-core shareholdings in shipowners Frontline and Scorpio Tankers.

Trafigura expects its biofuels business to become an increasingly important element in its gasoil and fuel oil book in 2021.

Dry bulk chartering fixtures fell to 1,127 from 1,172, and the average number of bulkers dipped by five to 40-45. Profits however increased by 9%, yielding "a record year" for the dry freight desk.

Thermal coal volumes were impacted the most by the coronavirus pandemic, declining by more than 100m tonnes, Trafigura said. However, this was offset by higher soyabean volumes moving from Brazil to China.

"While cargo volumes dropped globally, inefficient trading through increased ballasting, crew change delays and record congestion in China maintained vessel demand and offset the full impact," it said.

Trafigura expects the market balance over the next 12 months to depend heavily on how the coal market evolves. Its focus will be on increasing cargo volumes while further improving its operational efficiency.

Trafigura concluded new term sales agreements with several European steel mills for iron ore volumes moving from the Porto Sudeste terminal in Brazil. Term contracts were also signed with mills in China, complementing its regular spot business.

Trafigura said it implemented an additional “hardship payment” for crew members who, due to Covid-19 regulations, had to spend overtime on board its owned and bareboat vessels.

“We consider the maritime crews as the unsung heroes of 2020, and it is very much thanks to their hard work and perseverance that global oil trade continued to function throughout this challenging period,” Trafigura said.

OPINION

Digital advantages will grow as data standardisation comes closer

THIS year has been significant for shipping’s journey towards digitalisation, especially in the areas of safety and sustainability, according to speakers on a Lloyd’s List/Inmarsat webinar.

Whether in dry bulk, tankers, containers or offshore, the health crisis has expedited the need to get “the right information to the right people at the right time,” said Eric Hånell, chief executive of Stena Bulk in Sweden.

While the pandemic has forced vessel operators to gain access to data points, the momentum will continue long after the virus has been controlled.

Inmarsat Maritime President Ronald Spithout commented that data standardisation — one of the key challenges for the industry — “will come quicker than you think”.

As soon as the economic benefit of investment in digital solutions became clear, he said, the roll-out would begin in earnest. He advised the industry not to wait for the International Maritime Organization to regulate.

“Those who wait will be left behind,” he said.

Paolo Pesce, vice-president of information technology at Bourbon, revealed that the company had responded to continued weakness in the offshore sector by ramping up its investment in digitalisation.

He said his French offshore services business had developed the first digital logbook to reduce the amount of time spent in keeping records, which was followed by using data to gain expertise in predictive maintenance.

“We have already achieved most of what the Inmarsat survey says will be done in the next two years,” said Mr Pesce.

The webinar, moderated by Lloyd’s List editor Richard Meade, supports a survey of industry attitudes to digital solutions that was carried out by Informa Engage.

The results of the survey were released as part of the Digitalisation Uncovered publication, which outlines current views from across the industry together with expectations for the next two years.

Among the perspectives offered during the webinar, Mr Hånell welcomed an injection of digital expertise from manufacturing, retail and land transportation, which are ahead of shipping in terms of digitalisation in Scandinavia.

The survey showed that more than half of respondents were likely or very likely to engage with start-ups in the near future to bring digital solutions to shipping.

Inmarsat last month revealed the joint winners of the inaugural Crew Welfare Open Innovation Challenge. Start-ups Canary Sentinel and Workrest have developed technology regarded as most likely to benefit crew safety, health and wellbeing. The proof of concept is now underway with Shell Shipping & Maritime.

The influence of start-ups would grow very quickly, said Mr Spithout. Shipping companies should embed their products onto their digital platforms to “let them show value for money”.

All three speakers said they expected an escalation of digitalisation in shipping as the perceived obstacles are addressed. Mr Spithout expressed his belief that safety standards that were based on the technology available three decades ago ust be linked to current digital technology. "We should bring safety into the digital arena," he said.

ANALYSIS

Baltic Exchange targets banks with new investor indices launch

A NEWLY developed 'health of earnings' index for the global bulk carrier fleet shows the sector's profitability dropped in November to the lowest since June.

The London-based Baltic Exchange has released the index as part of a series of investor indices, which it hopes to sell to banks and business services to provide greater visibility in decision-making.

The composite index measures the average of what the four vessel types are earning on the spot market as a ratio of operating costs.

Over November the index averaged 1,394 points, the lowest monthly average since June's 1,059 points.

The dry 'health of earnings' index features income derived from spot rates divided by operating costs, then multiplied by 1,000 to produce a number against which a further 1,000 is deducted.

The resulting number serves as a headline showing the general state of the bulk market, said Baltic Exchange chief executive Mark Jackson.

"If the number is below zero then you know the owner isn't making any money at all," Mr Jackson said.

The index reported a negative number for a six-day period in May, at the height of the pandemic, but rebounded swiftly with monthly averages gaining every month except for September and November, data show.

Alongside indices showing the health of earnings, are data on the residual and recycling values of capesize, panamax, supramax and handysize bulk carriers, measured against future and current spot earnings and operating costs.

The dry residual value index indicates average ships' value written down over five years taking into account income and costs, Mr Jackson said.

A residual risk index which compares the residual value — how much the ship has been written down — to its recycling value is also available for the four vessel types.

"The closer you can write down the ship to the value of the steel, the less is the implied risk," Mr Jackson said.

There are plans to include tankers and gas carriers in 2021.

Shipping benchmarks produced by the Baltic Exchange have risen over the past three years as it extends beyond spot rates and sale and purchase values for the dry and wet sectors to into containerships, operating costs, and liquefied natural gas carriers.

Some 28% of the Baltic membership provided services to the maritime sector and were not active in the market, according to the exchange.

World boxship fleet update: Finding equilibrium

THE new, more mature box shipping sector that has emerged since 2016 appears to have learned from its previous mistakes.

One of those mistakes was ordering too many ships. Carriers bought more and larger containerships to win market share and lower slot costs, but found they had to decrease rates to fill them when the expected volumes did not emerge.

As the sector prepares to leave 2020 behind it, the orderbook is in a far healthier position than it was during earlier crises.

During the global financial crisis of 2008-2009, the orderbook at one point stood at over 60% of the existing fleet.

This year, according to figures from Lloyd's List Intelligence, it sits around 10%.

"On the capacity side, the orderbook for containerships is historically low, so looking three to five years out, we could be at the beginning of an upcycle, because the macroeconomics will be okay in the long term and there is low supply," said Sea-Intelligence Consulting chief executive Lars Jensen. "If people started ordering large numbers of vessels, and there are no indications of that, we would still be on the upcycle for the next couple of years."

Orders have not gone away completely, however. Lloyd's List Intelligence in November recorded the seven 23,000 teu newbuildings ordered by Cosco-controlled Orient Overseas Container Lines, which Lloyd's List reported in September.

OOCL in March signed a $780m contract to build another five 23,000 teu ships at two yards in China.

Those deliveries are scheduled between the first quarter and the early fourth quarter of 2023. The latest order's deliveries begin in March 2023 and run through to the end of 2024.

While orders for ultra-large containerships of up to 23,000 teu dominate the headlines, these ships are only really viable on the long-haul Asia-Europe trade.

It is notable that while Lloyd's List Intelligence reports a total of 40 ships over 18,000 teu on order, there are 77 ships sized between 11,000 teu and 18,000 teu.

It would appear that the container shipping sector is realising that it is not all about size, and that 14,000 teu-class ships offer much greater flexibility than their larger siblings.

At a time when the demand remains uncertain, having ships that can easily be redirected to more profitable trades is a price worth paying, even if the slot costs may be higher.

While not yet recorded by Lloyd's List Intelligence, Daewoo Shipbuilding & Marine Engineering has won orders for six 15,000 teu containerships linked to Zodiac Maritime.

The sextet, worth about $650m in total, are scheduled for delivery from the first half of 2023, the South Korean yard said in an exchange filing, without identifying the buyer.

Non-operating owner Seaspan has also joined the fray, announcing orders for five 12,200 teu ships this month on the back of long-term charters with an unidentified carrier. This marks Seaspan's first entry into the newbuilding market in nearly a decade.

Yangzijiang Shipbuilding also reported a swathe of orders last month.

The orders for nine vessels in total consist of four 2,400 teu containerships, one 2,700 teu containership and two 1,800 teu containerships, the last of which are options exercised by feeder line SITC on earlier orders placed in August.

The 2,700 teu containership will be delivered in late 2021, and the rest of the vessels will be delivered in 2022.

"Shipowners have adopted a long-term view and planned their fleets accordingly, although the near-term visibility is low as coronavirus sweeps the world," said chief executive Ren Letian.

He noted an increase in the demand for smaller containerships, as the shipping industry adapts to emerging trends and seeks to meet the heightened demand for intra-regional shipping and more flexible services.

Analysts at Alphaliner warned that as a result of the focus on larger units, the fleet of smaller vessels was now ageing and in need of renewal.

"The issue of fleet renewal is particularly acute in the 4,000 teu-5,000 teu, 6,500 teu-7,500 teu and 8,000-9,000 teu sizes, with no vessels currently on order, neither from shipping lines nor from non-operating owners," Alphaliner said.

"With the fleet of classic panamax tonnage of 4,000-5,000 teu now 13 years old on average and that of 5,500-7,500 teu reaching 14 years, some newbuilding investments will have to be decided at some point, to support the ongoing demand for these sizes."

Carriers might order tonnage for their own needs, either directly or through long-term bareboat lease agreements with financial institutions, it added.

The increased demand for containerised shipping has saw the idle fleet continue to shrink during November. Figures recorded by Lloyd's List

Intelligence from the major lay-up locations show put the idle fleet at just 1.9% of the total fleet.

At a global level, idling has fallen from a peak of around 10% back in May to just 2.7% now, according to figures from Alphaliner.

"Persistently strong demand for tonnage and container equipment amidst a scarcity of supply has prompted carriers to deploy every available container vessel," Alpahliner said.

"Shipping lines compete for charter market tonnage, while some even postpone non-essential drydocking."

One key element in maintaining and improving the supply and demand balance is removing older tonnage from the market but this year has not been good for demolition.

Lloyd's List Intelligence reported only 5,540 teu sent for recycling during November.

According to BIMCO chief shipping analyst Peter Sand, the closure of demolition yards due to the pandemic earlier this year coincided with the high idle fleet and low charter rates, and demolitions did not pick up in these months.

"The reopening of yards coincided with the recovery in demand for container ships, meaning owners considering demolition during the difficult months thought again and fixed their ships at profitable rates.

"Because of the current strength of the container market, BIMCO has revised its demolition forecast down by 100,000 teu to 200,000 teu."

MARKETS

Australian coal discharges in China not seen as policy U-turn

THE recent discharging of Australian coal at Chinese ports is not seen as a sign of a policy U-turn by Beijing, according to dry bulk analysts.

Braemar ACM has seen only one mini-capesize, which arrived a month ago, discharging its cargo. There are still 73 bulkers waiting in queue in northern ports in China. The average wait time now stands at 94 days.

The brokerage's analyst Nick Ristic said that it looked like import quotas for thermal coal had eased, mainly due to pressure from utilities, which had pushed up demand for supramaxes on Indonesian coal runs.

Coking coal was also "pretty tight" and China was buying from Russia, with the supplies almost sold out, he said, adding that China was looking at the US for additional material.

"For now, it seems unlikely that we'll see a wholesale approval of Australian cargoes," Mr Ristic said.

Similarly, Torvald Klaveness head of research Peter Lindstrom said the reported discharges of cargoes were probably one-offs, rumoured to have been as a result of attempts to avoid further demurrage on the vessels. The cargoes may not even clear customs.

However, the "undersupply of coal in China is becoming more evident day by day, thus the incentive to decrease restrictions is also growing", he said.

According to media reports, the *Alpha Era* (IMO: 9220990) was given permission to discharge Australian coal for a local user. The vessel, carrying 134,350 tonnes of cargo, had been waiting since the end of May.

Lloyd's List Intelligence data show that the vessel berthed at Fangcheng port on November 25. It was docked for three days, and is on its way to Manila.

Other vessels reported to have been allowed to discharge Australian coal are the *Dong-A Astrea* (IMO 9452581), *Dong-A Eos* (IMO 9452579), and *Dong-A Oknos* (IMO 9468970), according to market sources.

The South Korea-flagged vessels, which had been waiting since June, finally berthed at Jingtang port at the end of November, unloaded their cargoes amounting to a collective 515,000 tonnes, and sailed about four days later. Jingtang is part of the Tangshan complex, which also includes Caofeidian and Fengnan ports.

In addition, the *F Fortune* (IMO 9218777), with about 55,000 tonnes of Australian coal, berthed at the Caofeidian port at the end of November and sailed on December 4, having arrived at anchorage in early July, the sources said.

The stalemate is continuing and ships may only discharge at the discretion of the Chinese leadership, said BIMCO's chief shipping analyst Peter Sand. That has led to two ships leaving Chinese anchorage and heading instead for South Korea and Japan.

According to Lloyd's List Intelligence, there are currently several bulkers at Fangcheng port in China, including the *Lila II* (IMO: 9498315) arrived on December 3 from Mozambique, and the *Alam Seri* (IMO: 9561837) which left Kwinana, Australia, on October 10, calling at Hakata, Japan, and Yantai, China, before reaching Fangcheng on December 1.

IN OTHER NEWS

US sanctions shipping companies over North Korea links

THE US has sanctioned two UK-registered companies and four others for involvement in North Korean coal transportation.

The US Treasury's Office of Foreign Assets Control blocked six entities and four vessels affiliated to some of these entities for violating the UN Security Council resolution that limits North Korean exports.

Ofac said it had sanctioned China-based Weihai Huijiang Trade Ltd and UK-registered Always Smooth Ltd and Good Siblings Ltd for controlling ships that loaded North Korean coal.

US ramps up inspections of container shipping carriers

THE US Federal Maritime Commission is examining all potential responses it can take following reports that ocean carriers are not supplying containers to the country's agricultural exporters at inland locations.

That is just one of several allegations made against carriers and marine terminals currently under investigation by the FMC, according to its chairman Michael Khouri.

In particular, he said, some ocean carriers had stated that they would no longer reposition empty containers to the US interior agricultural areas but are instead expediting empties straight back to Asia.

Scorpio Bulkers agrees to sell two more ultramaxes

SCORPIO Bulkers, a US-listed dry bulk shipowner looking to exit the sector, has announced two more vessel sales this week.

The company has entered into an agreement with an unaffiliated third party to sell *SBI Orion* (IMO: 9705330), a 2015-built ultramax, for about $16.1m, it said in a statement on Wednesday.

It also sold *SBI Tethys* (IMO: 9714812), a 2016-built ultramax, to an unaffiliated third party for about $18.25m, it said.

Shipping will need priority access to alternative fuels

SHIPPING will be among the most difficult transport modes to decarbonise, the European Commission has said.

The Commission has unveiled its "sustainable and smart mobility strategy" with over 110 points on how the EU can slash emissions from its transport sector as part of the wider goal of making the European Union climate neutral by 2050.

It said it expects zero-emission vessels will be ready for market by 2030, adopting the same timeline that many in the industry already

CSSC Shipping acquires suezmax tanker linked to Restis

CSSC (Hong Kong) Shipping has agreed on a sale and leaseback deal for a suezmax tanker linked to Greece's Restis group.

The Hong Kong-listed lessor, part of China State Shipbuilding Corp, said in an exchange filing that it would acquire a 157,400 dwt oil tanker from Raina Shiptrade, which is ultimately controlled by family members of the privately-run shipowner.

The vessel is valued at $56.3m and will be leased back to the seller for $57.6m, including estimated lease interest of about $12m, under a 10-year bareboat charter.

Gunvor joins venture to tap Vietnam LNG demand

TRADING giant Gunvor has entered into a joint venture that will trade and ship liquefied natural gas for the developer of a gas-fired power project in Vietnam's southern Binh Thuan province.

It will also supply LNG to the joint venture with US-based Energy Capital Vietnam on a long-term basis, according to a statement released on Tuesday.

ECV is leading a consortium that is developing a $4.2bn project that aims to import LNG from the US to feed a power plant that will be built near Mui Ke Ga in Binh Thuan.

Classified notices follow

POOMPUHAR SHIPPING CORPORATION LIMITED

(A Government of Tamilnadu Enterprise)
692, Anna Salai, IVth Floor, Nandanam, Chennai - 600 035, India. Telephone No: 044-24330505 / 807,
Fax: 91-44-24344593 / 24330807, E-mail : pscship@gmail.com CIN: U63090TN1974PLC006596

GLOBAL TENDER

NOTICE INVITING TENDER FOR LONG TERM TIME CHARTERING OF ONE SELF-TRIMMING PANAMAX GEARLESS/GEARED (OFFERED AS GEARLESS) VESSEL WITH CAPACITY OF ABOUT 70,000 TO 78,000 DWT

Sealed tenders are invited from the Ship owners / disponent owners for the following specification:

Sl. No	Tender Number	Lay Days	Period	Last date for issue of Tender book	Tender closing date & Time	Tender Opening date & Time
1	TENDER NO. H/OP/LTPG/151/004/ 2020-21	25.01.2021 to 10.02.2021	6 months + 3 months +/- 10 days choption	11.01.2021 upto 12.00 hours	11.01.2021 at 15.00 hours	11.01.2021 at 15.30 hours

Prospective bidders are advised to refer our website www.tamilship.com and www.tn.tenders.gov.in for specific important details. The conditions/ requirement mentioned in the website shall be met out by the bidders. This advertisement is an invitation for bid only. The details given in the website are comprehensive. Further, all communications will be updated through our website only.

DIPR/ 4545 /TENDER/2020

GENERAL MANAGER (OPNS)

Looking to publish a judicial sale, public notice, court orders and recruitment?

For EMEA please contact **Maxwell Harvey on +44 (0) 20 7017 5752**
or E-mail: maxwell.harvey@informa.com
For APAC contact **Arundhati Saha - Mobile: +65 9088 3628**
Email: Arundhati.Saha@informa.com

THURROCK POWER LIMITED

Thurrock Flexible Generation Plant
Planning Inspectorate Reference Number: EN010092

Notice under
The Planning Act 2008
The Infrastructure Planning (Examination Procedure) Rules 2010

Postponement of Part 2 of the Preliminary Meeting
Procedural Decisions
Request for Further Information

Notice is hereby given that **Thurrock Power Limited** ('the Applicant') of 1st Floor, 145 Kensington Church Street, London, W8 7LP, has made an application to the Secretary of State for Business, Energy and Industrial Strategy ('the Application') for a Development Consent Order ('DCO') under Section 37 Planning Act 2008, as amended ('the Act') to authorise the construction, operation and decommissioning of a gas fired flexible electricity generation plant and battery storage facility in Thurrock, Essex ('the Proposed Development').

The application was submitted to the Secretary of State, via the Planning Inspectorate ('the Inspectorate'), on Wednesday 27th May 2020 and accepted for examination on 24th June 2020. The reference number applied to the application by the Inspectorate is **EN010092.**

Due to the nature and size of the Proposed Development, it is classified as Environmental Impact Assessment ('EIA') development under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application is therefore accompanied by an Environmental Statement, which provides a detailed description of the Proposed Development and the findings of the EIA undertaken.

Summary of the Thurrock Flexible Generation Plant Development
The Proposed Development is located on land south west of Station Road near Tilbury, Essex. The British National Grid coordinates are TQ662766 and the nearest existing postcode is RM18 8UL.

The Proposed Development consists of: reciprocating gas engines with net electrical output totalling 600 MW, batteries with net electrical output of 150 MW and storage capacity of up to 600 MW, associated electrical and control equipment, creation of temporary and permanent private access routes for construction and access in operation including a permanent causeway for the delivery of abnormal indivisible loads by barge, a gas pipeline connection to the gas national transmission system, an electrical export connection via underground cables to the immediately adjacent National Grid Tilbury Substation, and habitat creation or enhancement for protected species translocation and biodiversity gain.

Request for Further Information
The Examining Authority has requested further information from the Applicant, as set out in a letter dated 2nd November 2020, which can be viewed on the Thurrock Flexible Generation Plant Development project page on the Inspectorate's website:
https://infrastructure.planninginspectorate.gov.uk/projects/south-east/thurrock-flexible-generation-plant

The further information requested by the Examining Authority is set out in Annex A to the letter of 2nd November 2020 and relates to the following topics:

- Shipping and Navigation
- Saltmarsh Creation
- Impact of the causeway and its maintenance beyond the lifetime of the Proposed Development
- Update of the Habitats Regulations Assessment Report
- Flood Risk
- Cultural Heritage

Postponement of Part 2 of the Preliminary Meeting
Further to requesting the above information, the Examining Authority has taken the procedural decision to postpone Part 2 of the Preliminary Meeting until Tuesday 16th February 2021, to allow the further information to be prepared, submitted, consulted upon and for Interested Parties to be given the opportunity to comment.

Copies of the Environmental Statement and Further Information
The Environmental Statement and further information, together with all other application documents, are available to view electronically and download free of charge in the 'pre-examination documents' section of the Inspectorate's website for the Proposed Development:
https://infrastructure.planninginspectorate.gov.uk/projects/south-east/thurrock-flexible-generation-plant
and in the 'Documents' section of the Applicant's website:
https://www.thurrockpower.co.uk/documents/

If you have any queries relating to the Environmental Statement and/or further information, or require any other additional information, please telephone the Applicant on: 0207 186 0580 or email: contact@thurrockpower.co.uk

Please note that the further information requested by the Examining Authority will be available for inspection on the above-mentioned websites from Thursday 17th December 2020.

Hard copies of the application documents can be requested but will be subject to a maximum charge of £250 for each copy. Requests for hard copy documents can be made in the following ways:

- Email: contact@thurrockpower.co.uk
- Telephone: 0207 186 0580

How to Respond
Any person may respond to the further information provided. **All responses must be submitted to the Planning Inspectorate via email to:**
thurrockfpg@planninginspectorate.gov.uk **and must be received by the Planning Inspectorate by 11.59pm on Monday 25th January 2021.**

All responses should quote the Inspectorate's project reference: **EN010092** and must include details of the maker's name, address and telephone number.

All responses submitted will be published on the project page of the Inspectorate's website as soon as practicable after the deadline for submission of responses and will be subject to their privacy policy, which can be viewed at: https://infrastructure.planninginspectorate.gov.uk/help/privacy-and-cookie/

Thurrock Power Limited

Port Of Workington Manager

Salary: £57,024 - £59,621

Cumbria County Council has an exciting opportunity for a Port Manager to provide leadership and operational management for the Council owned Port of Workington.

For those looking for a new position, Cumbria has so much to offer. The Port of Workington is strategically located at the mouth of the River Derwent, on the south side of the Solway Firth and at the edge of the beautiful Lake District National Park. There is no better place to work and live.

The ideal candidate will have extensive management experience in a Port (or similar) environment and have strong operational, health and safety and commercial acumen. The Port Manager has overall responsibility for the general management of the port operations and safety, working closely with the Place and Enterprise Team and Commercial Development Lead to maintain the working relationship with existing Port users and proactively attract business. We have ambitious plans for the Port of Workington to become a key centre for growth, technology and innovation within the UK's growing offshore and energy sector to help us achieve a Zero Carbon Cumbria.

The Port Manager reports directly to the Port Duty Holder – the Executive Director for Economy and Infrastructure.

If you are looking for a career that inspires and are ready for a diverse and challenging role, then come and join us here in Cumbria. Please contact Angela Jones, Executive Director Economy and Infrastructure on 07917882992 for more information.

To find out more about this the Port of Workington and about this fantastic opportunity, please watch this short recruitment video:
https://youtu.be/3rO6kc0xpDA

Interview Information

Closing date – 24 December 2020
Interview date – 7 January 2021

Due to the coronavirus, we are operating virtual interviews. This will preferably be undertaken using the Microsoft Teams software, which is currently free for new users, however if there are any issues with accessing this technology, we are happy to discuss alternative arrangements prior to the interviews.

Options will be discussed with candidates once they have been invited to the interview stage of the process, and if you have any concerns or adjustments are needed, we are happy to discuss.

What we can offer you
Cumbria County Council is a modern, vibrant place to work offering a range of staff benefits, including:
*Excellent training and development offers
*Flexible working opportunities
*Opportunity to join the Local Government Pension Scheme
*Various perks and discounts schemes, including money off your phone contract and local gyms
*Competitive rates of pay

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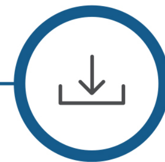
Save time. Stay compliant.

Track containers, not just ships

Simplify transhipment tracking with end-to-end downloadable data trails on containers – by container number or Bill of Lading.

Complete checks in minutes, not hours

Save time, with all the data you need in one interface, supported by tracking intelligence from over 600 Lloyd's agents worldwide.



Download the evidence

Downloadable reports ensure you have the necessary documentation to prove compliance, including specific end-to-end transhipment reports and more.

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