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Marine insurers dismayed by $1bn claim for Suez Canal block and seizure of vessel

EGYPT HAS ARRESTED the Evergreen-operated boxship *Ever Given*, pending settlement of the Suez Canal Authority's almost $1bn claim for compensation, after the grounding of the vessel shut down the key waterway for six days last month.

The development has sparked dismay in the marine insurance community, which regards the Suez Canal Authority's claim as hugely exaggerated, and more in the nature of an opening bid for negotiation purposes rather than a realistic estimate of the losses involved.

It will also heap on the misery for cargo interests, which still have no idea of when consignees can realistically expect delivery.

Evergreen has indicated that it may seek a court order for the *Ever Given* (IMO: 9811000) and its cargo of thousands of boxes to be treated separately, which if successful would at least expedite eventual delivery.

In a statement, technical manager Bernhard Schulte Shipmanagement said that investigations by classification society American Bureau of Shipping, including underwater inspections, were now complete.

ABS has concluded that the Shoei Kisen-owned 20,124 teu unit is in a condition to sail from its current position in the Great Bitter Lake to Port Said, and thereafter to Rotterdam.

However, *Ever Given* remains at anchor and is unlikely to move without the go-ahead from the Suez Canal Authority. In the meantime, the crew are not being allowed to leave the ship.

Separately, the UK P&I Club – the British marine mutual that wrote third-party liability cover for the vessel — has said in a statement that the owners had received a $916m compensation demand from the Suez Canal Authority last week.

That figure excludes Smit's claim for professional salvage services, which Shoei Kisen and its Japanese market hull underwriters expect to receive separately.

The magnitude of the claim was described as "largely unsupported", and to have included a $300m element for loss of reputation and another $300m by way of a so-called "salvage bonus".

A "carefully considered and generous" counter-offer, of undisclosed amount, was made on Monday. This was rejected, and *Ever Given* was arrested on Tuesday.

"We are disappointed by the SCA's subsequent decision to arrest the vessel," the club said. "We are also disappointed at comments by the SCA that the ship will be held in Egypt until compensation is paid, and that her crew will be unable to leave the vessel during this time."

As a member of the International Group of P&I Clubs, the UK Club is only on the hook for the first layer of $10m on the P&I element.

The second layer, of up to $100m, rests with the IG pool scheme, and will be shared out according to a weighted formula with the other dozen affiliates.

The pool has been under strain in recent years following record numbers of major casualties, and is currently running at record levels, which has forced hefty general increases at the last two renewal rounds.

But it is widely accepted that the eventual payout will comfortably exceed $100m and pass over into the reinsurance market, as what is known as a large loss event.

Marine insurers, which have been braced for a huge demand ever since the casualty occurred, privately insist that the Suez Canal Authority has a reputation for exaggerated insurance claims in the past.

Sources close to the situation did not want to make public comment, for fear of saying anything that could make life harder for the seafarers still on board *Ever Given*.

But a person with involvement in surrounding litigation, who asked not to be named, argued: "It's a complete joke. The ship is worth $100m, there or thereabouts.

"No one in their right minds is going to be paying a claim or providing security for nine times the value of the ship. They'll just say, you take the ship."

The complicating factor is the crew on board, who are effectively being held hostage along with the vessel.

Shoei Kisen will also bear in mind that it has other vessels than might risk cross-arrest if they wish to transit the canal.

But these will likely be owned by single-ship companies, in line with standard industry practice, and thus not under the same registered ownership as opposed to beneficial ownership.

"In order to lift the arrest order as soon as possible, Evergreen is urging all concerned parties to facilitate a settlement agreement to be reached," said Evergreen, which operates *Ever Given* on demise charter. It said it is "investigating the scope of such a court order and studying the possibility of the vessel and the cargo on board being treated separately."

However, there is no doubt that the Egyptian authorities are within their rights to seize *Ever Given*, even though the domestic courts may not be entirely neutral, according to one lawyer.

"They have a claim, they've gone to the Egyptian courts and they've got an arrest. In footballing terms, it's like having the referee playing for your side," he said.

Back-of-an-envelope calculations suggest that the loss of revenue from transit fees would at most have been $15m per day over six days, or $90m.

As many of the 400 vessels that were at one stage tailed back would eventually have made the transit anyway, much of that revenue would not actually have been lost.

The cost of the salvage has not been disclosed, but outlay on the use of two dredgers, a dozen tugs, and wages of local workers utilised in salvage efforts are unlikely to amount to more than low double-digit millions.

There was no pollution, and no injuries have been reported. However, the matter has inevitably become politicised, given the Suez Canal's status as a symbol of nationalism.

Moreover, the Arab country has lost substantial income from tourism on account of the pandemic, and is in urgent need of hard currency.

One senior figure in marine insurance said: "This sounds like way too much. Where is the shortfall? There's nothing damaged and vessels are still passing the canal.

"That's the way it goes. You come up with something, then you negotiate and end up with something realistic. That would be my assumption."

One person ready to speak openly was Harry Theochari, former head of transport at law firm Norton Rose Fulbright, who is now retired and commenting as an observer with extensive past experience in marine insurance litigation.

"One one thing the Egyptians have realised is how fundamentally important the Suez Canal is now to world trade.

"The view that they will take is, you have caused us tremendous damage. This is our canal, and your getting stuck here could mean a loss of confidence."

In reality, few operators will willingly take on the additional expense and transit time of routing round the Cape of Good Hope.

"This is definitely a negotiating tactic, I don't think for one moment the lawyers advising the Egyptian government believe they are going to get anywhere near that amount of money. But it's a good opener, isn't it?"

The casualty has been declared General Average, which has led to speculation that some cargo interests may refuse to make GA contributions, on the grounds that there has been no damage to cargo beyond perishables.

Rebellion looks unlikely. In those circumstances, cargo would not be released unless security was provided, the lawyer quoted earlier added. The contributions could then be challenged legally in the normal way.

"The crew on board remain in good health and good spirits, fulfilling their duties to the highest of standards," BSM said in a statement. "BSM is in regular contact with the crew and has offered support to the seafarers' families. The crew's continued professionalism and resilience during this period is greatly appreciated."

BSM and the UK Club were both approached for further comment.

The Suez Canal Authority was approached for comment.

WHAT TO WATCH

Shipping green fuel levy faces opposition from developing nations

A GROUP of developing countries is opposing a proposed fuel consumption levy on ships for decarbonisation research and development and instead wants developed nations to contribute more.

This stance from an 11-strong coalition that includes China, Brazil and India could pose a significant obstacle to the industry's signature decarbonisation proposal that seeks to raise around $500m each year for R&D through a mandatory payment of $2 per tonne of fuel oil consumed.

The fund proposal that will be discussed for a second time at the International Maritime Organization's Marine Environment Protection Committee in June suggests that flag states collect this $2 levy from all ships, irrespective of their flag or segment and that the money be then used primarily to support maritime R&D projects.

The group of developing nations — which also includes Argentina, Chile, Ecuador, Indonesia, Morocco, Saudi Arabia, South Africa and the United Arab Emirates — do not oppose the fund. But they reject this specific money-generating option and urge regulators to turn it down in favour of a different path, which they believe is more in line with international climate diplomacy.

"The Committee should avoid establishing a fund through fuel acquisition or consumption taxes and instead explore alternative ways to generate funds, in particular based on developed countries taking the lead," the proposal said.

They argued that this approach was in line with a fundamental principle of common but differentiated responsibilities and respective capabilities known as CBDR+RC, which is a UN principle that recognises that there are different climate change obligations between developed and developing countries. It is also part of the 2018 IMO initial greenhouse gas strategy.

The R&D fund was first proposed by industry associations in late 2019 as an independently-run and apolitical organisation, known as the International Maritime Research and Development Board, that would be set up by the IMO. It was discussed it for the first time at the MEPC in November 2020.

This first outing saw governments air several potential issues stemming from the proposal, like its potential to act as a market-based measure and its disproportionate penalisation for certain countries. Others were more approving.

Since November, the fund has received the official backing of major shipping nations like Greece, Japan, Denmark and Malta, which have teamed up with industry to put forward a reformed proposal that seeks to quell many of the concerns that were raised at November's MEPC, with concessions like making the fund a part of the IMO rather than an independent body.

But this latest rebuttal from developing nations hits at one of the pillars of the proposal, which is the indiscriminate collection of the funds.

The co-sponsors argued the proposed mandatory financial contribution scheme implies that all countries should "support the technology development mainly in the developed world" because developed nations are leaders on national sustainable shipping policy and in innovative technologies.

This would violate both the CBDR+RC and "the need for developed countries to take the lead in providing assistance to developing countries to tackle climate change," they said.

Despite the fact the fund's proponents have conducted an impact assessment that found no negative effects on countries from an additional $2 per tonne of fuel oil levy on ships, the 11 countries argued that there would be negative impacts.

"Exporter developing countries distant from their markets and shipowners who operate ships on long voyages will be seriously affected," they said.

While they acknowledged that the fund's supporters have made it clear it is not intended to be a market-based measure, the co-sponsors said that that it would provide some of the architecture for a levy-based MBM, which will matter during a future IMO discussion.

Several of these countries have openly spoken out against a market-based measure on shipping, citing various reasons, from potential distortion of trade to infringement of international trade agreements.

They also argued that the fund needed to be much more explicit in its support "for the development and deployment of low-carbon and zero-carbon fuels and technologies" in developing countries, small island developing states and least developed countries in particular.

ANALYSIS:

Capesize earnings surge on increased vessel demand

CAPESIZE earnings keep on shining, outperforming all smaller dry bulk vessel types.

The reason appears to be strong demand for commodities resulting in tighter tonnage availability, with logistical constraints across the industry adding further fuel to the fire, according to brokers.

Braemar ACM said a heavy increase in capesize loadings across several countries in March had helped to buoy rates over the past few weeks.

"India, China and Russia all saw their highest monthly export total on record in March, with 1.9m, 1.4m and 3.2m tonnes of dry bulk loaded on capesizes," it said.

Capesize cargoes loaded in Canada and Indonesia also increased by 55% and 127% over the month in March respectively, totalling 5.6m and 6.3m tonnes, marking Indonesia's second strongest month on record.

Cape loadings in South Africa and the US increased 18% and 30% respectively in March compared with the month before, further contributing to strong cape demand at present, Braemar noted.

High iron ore prices had likely allowed China to diversify its iron ore purchases away from the low-cost Brazilian and Australian producers, it said, adding that at these price levels, smaller miners had emerged as exporters, helping to boost bulker demand.

China's iron ore imports rose in March from relatively low levels a year earlier, according to the country's general administration of customs. The economy shipped in 102.1m tonnes of the raw material last month, up 18.9% as compared to a year ago.

The strength of the market was reflected in the Baltic Capesize Index, which jumped by 53% over the month and was at 3,142 points on April 13, having made a rapid move from 2,394 points at the beginning of the month.

A cyclical upturn is underway, and the current tightness should not be viewed as just another positional squeeze, according to a Breakwave Advisors report.

"The global economy is expanding at fairly high rates, the result of more than a year's worth of lockdowns and muted economic activity, while infrastructure stimulus globally combined with shifting trade flows further support shipping demand," it said.

The shipping analysts believe that "upturns are usually met with denial at the early stages of a cycle, which seems to also be the case today."

Arrow bullish on dry bulk and containers

ARROW Shipbroking is bullish on the dry bulk and container sectors, while it is optimistic on tankers, which is expected to have a long and bumpy road to recovery.

"Dry bulk is in a good position for the next 12 months," said head of research Burak Cetinok. The market is led by strong growth in China, with the rest of the world "coming to life".

Temporary disruptions such as adverse weather added to the rally in freight rates, but fundamentals have been the real reason behind the strength, he said during a Marine Money forum.

Demand was up by 7.6% in the first quarter compared with the year-earlier period as China's stimulus has led to an infrastructure and property boom, with manufacturing now catching up. Overall 2021 demand is expected at more than 5%.

The supply side is healthy too, with deliveries slowing down at a time when tonnage demand is running high, he said.

Average vessel earnings in the dry bulk market were currently 188% above pre-pandemic levels.

The containership sector has seen a "perfect storm" with average earnings 101% higher now than in January 2020, according to Mr Cetinok.

"Everything that possibly could go right has gone phenomenally well for the sector over the past year or so," he said, adding that freight rates were still at near-record highs, driven by demand from e-commerce — stay-at-home goods — restocking and congestion along the entire supply chain.

The closure of the Suez Canal last month "only poured fuel into the fire," he said, adding that given the still high infection rates in many parts of the world, current drivers were expected to prevail well into the second half of the year.

"Consolidation, mega-alliances and a low orderbook enabled the sector to swiftly rationalise capacity in line with demand, which helped to restore the supply-demand balance quickly," he said.

While Mr Cetinok was optimistic about the tanker market, he expects "a meaningful and sustained recovery" only by mid-next year.

Crude tanker rates are currently 44% below pre-pandemic levels, while product tanker earnings are 24% lower than at the end of 2019.

While oil and oil-product supplies are 7% below pre-pandemic levels, led by weaker jet fuel, the tanker fleet is up 4%, leading to rates pressure in the near-term, he said.

"We're seeing some demand recovering as people drive more, and inventories are normalising, with onshore destocking accelerating in the second half of this year," he said. "Only when supplies increase, will we see a recovery in rates."

While the orderbook was small, it was front-heavy, he said, with 10% of the crude fleet on order, and 6% of product tankers — a record low.

Meanwhile, with 27% of the crude tanker fleet older than 15 years, and 6% of the product tanker fleet older than 20 years, demolition activity could increase given the high steel prices, which could accelerate a rebalancing in the market.

MARKETS:

Panama Canal delays fees hike

THE Panama Canal Authority (ACP) has delayed moves that would have seen an increase in reservation and other service fees at the canal, following talks with the shipping industry.

"After taking into account the feedback received from customers and shipping associations regarding the modifications in the Transit Reservation System fees, the Panama Canal will postpone the implementation date from April 15 to June 1," it said in a statement.

The delay is intended to give ship operators more time to prepare for the new charges, it added.

"The Panama Canal values its customers' input, as it looks for ways to bring value and improve our service on a constant basis," said canal administrator Ricaurte Vásquez Morales. "We always take into account how the changes we make may affect our customers and will work alongside them to ensure that their feedback is heard, and our goals are aligned."

The transit reservation system is an optional service offered by the Panama Canal that gives customers the ability to transit on a specific date through the payment of an additional fee, guaranteeing a transit.

Rising demand for these slots had prompted the canal to increase the tariffs to meet current demand and supply.

Booking reservation slots were due to rise from between $10,500 and $50,000 for the panamax locks, and for the larger neo-panamax locks to $70,000-$85,000 for the largest vessels that use the canal.

Auction slots, which become available on days when basic slots have sold out, will rise to $93,000 for neo-panamax ships, while special auction slots will rise to $100,000.

The authority is also modifying charges for other maritime services provided by the canal, including the transit-related services fees for tugboats, line handlers and locomotives, as well as complementary services, such as vessel inspection, safety and security charge and Panama Canal Shipboard Oil Pollution Emergency Plan charges.

MSC closes in on Maersk as largest operator of containership tonnage

MEDITERRANEAN Shipping Co is on track to overtake 2M alliance partner Maersk as the world's largest container line by capacity deployed if it continues with its aggressive acquisition policy.

MSC operates a fleet of 587 boxships comprising 3.9m teu, while Maersk's 711 ships have an aggregate capacity of 4.1m teu, figures from Alphaliner show. The capacity gap between the two stands at just 234,000 teu.

"Irrespective of past developments and fleet growth, the carriers' opposing stance on container vessel newbuilding is expected to see MSC overtake its Danish competitor and claim the global top spot some time in 2022," Alphaliner said.

MSC's orderbook stands at nearly 660,000 teu, mainly consisting of ultra-large tonnage, compared with Maersk, which has only 42,000 teu of smaller tonnage on order.

"MSC's pipeline could grow even further, since a number of big newbuildings are believed to be joining the MSC fleet under long-term charters that have yet to be confirmed," Alphaliner said. "Maersk, meanwhile, is not expected to place any large orders soon."

Maersk has said on a number of occasions that it is content to keep its fleet at around 4m teu. As recently as last November, Maersk chief executive Søren Skou said the company had sufficient tonnage to compete and would only order replacement ships where necessary.

MSC needed to order new ships to replace older units and to accommodate growing cargo demand, according to Alphaliner.

"If MSC wants to increase cargo liftings by a fairly reasonable 3% each year, the carrier needs to add 361,000 teu to its fleet before the end of 2023, not accounting for new ship capacity to replace ageing vessels."

Of the tonnage it does have on order, nearly 100,000 teu of capacity will not be delivered until 2024.

"MSC's orderbook to current fleet ratio stands at 16.9% which is above the market average of around 15%," the analyst said. "This appears 'moderately ambitious' when compared to Evergreen (52.9%), Wan Hai (36.9%) or Zim (35.5%)."

MSC had also been active in the chartering and secondhand market.

"Since August, MSC has purchased well over 30 ships, in the size range of 925 teu to 8,500 teu," said Alphaliner. "While these acquisitions add to MSC's fleet growth, the overall capacity effect is rather limited, since most of the larger units were already on charter to MSC when the carrier acquired them.

Nevertheless, buying these ships at the right moment permitted MSC to avoid paying the rapidly increasing charters for this tonnage.

Unlike Maersk, which has achieved much of its size in the market through the acquisition of other carriers, such as Sea-Land, P&O Nedlloyd and Hamburg Süd, MSC's growth has been organic, with the Geneva-based line preferring to develop under its own steam.

OTHER NEWS:

Adani Ports facing heat over Myanmar military links

SHARES in Adani Ports & Special Economic Zone plunged after the S&P Dow Jones Indices dropped the port operating group from its sustainability index over links to the Myanmar regime.

The move followed a review prompted by a call from 37 activist groups citing Adani's links to the Myanmar military and its contributions to the Carmichael thermal coal mine project in Queensland.

The update to the sustainability index will take effect before the New York stock market opens on April 15, the ratings group said.

Demand recovery boosts China Merchants Ports earnings

CHINA Merchants Port Group has seen its bottom line boosted by a strong demand recovery in the first quarter.

The Shenzhen-listed port operator reported a year-on-year increase of 212%-294% in net profits to Yuan468m-Yuan590m ($71.7m-$90.4m) between January and March.

"Cargo throughput at Chinese coastal ports has grown steadily owing to the recovery in international trade demand and domestic economy," it said in a statement.

Bank of China joins shipping blockchain platform

THE Global Shipping Business Network, a blockchain-based liner shipping platform owned by leading carriers and terminal operators, has brought Bank of China (Hong Kong) on board as its first banking partner.

The two have signed a memorandum of understanding to promote digital transformation of the supply chain and streamline trade finance processes, according to a statement.

The agreement comes after the platform gained regulatory approvals last month to start operations. It has been set up on a not-for-profit basis to motivate member participation and exchange of high-quality data.

Hapag-Lloyd adds to equipment order

HAPAG-Lloyd has taken further steps to try and alleviate the shortage of container equipment with a $550m order for 150,000 teu of dry and reefer boxes, and 8,000 specialist containers.

"The container shipping industry is currently seeing unprecedented demand, which has led to a shortage of containers all over the world," said chief executive Rolf Habben Jansen. "With its recent container orders, Hapag-Lloyd is contributing to efforts to ease the current situation."

Some of the 150,000 teu of standard dry and reefer boxes have already been delivered this year and integrated into Hapag-Lloyd's container fleet.

Shell to trial fuel cells on deep sea vessels

SHELL is to join a consortium that will trial the use of fuel cells on deep sea vessels.

Grahaeme Henderson, the oil company's vice-president for shipping and maritime, said the trial would initially use liquefied natural gas to power the fuel cells and then hydrogen or other zero emissions fuels, with the aim of growing capacity and scale as those fuels become available.

Shell, which has committed to becoming a net zero emissions company by 2050, is a leading producer of LNG and proponent of its use as marine fuel, because of its ample availability and lower carbon dioxide emissions compared to conventional fuel oil.

Ifchor joins ClearBlue Markets in carbon trading venture

SHIPBROKER Ifchor and ClearBlue Markets, a carbon pricing specialist, have joined forces to form a new carbon trading and advisory company.

The Ifchor ClearBlue Oceans venture will help the shipping industry to navigate through the changing legislation, source high-quality emissions offsets, as well as structure and execute carbon offset projects, the Swiss broker said in a press release.

"The new service is a response to the growing number of requests for shipowners and operators to offset their direct greenhouse gas emissions through voluntary carbon standards," it added.

Iran linked to another attack on Israeli shipping

IRAN has been linked to an attack on another Israeli-owned ro-ro vessel, according to reports.

The Bahamas-flagged, 2015-built, 20,903 dwt *Hyperion Ray* (IMO: 9690559) was about nine nautical miles east of Fujairah, in the United Arab Emirates, on April 13.

It is the second vessel owned by Israeli shipping magnate Rami Ungar to be attacked; the Ray Shipping ro-ro *Helios Ray* (IMO: 9690547) was attacked on February 25.

Seatrade partners to acquire UK's Geest Line

SEATRADE, the reefer specialist, has joined forces with Caribbean logistics group Jamaica Producers to acquire UK-based conventional reefer operator Geest Line.

Geest Line, which has served the Caribbean and Latin America markets for over 65 years from its European base, said that it would continue to operate independently under the joint venture, "serving its existing customers and markets whilst looking for further opportunities to extend its trade."

Seatrade operates a fleet of conventional and fully cellular reefer ships and is one of the major players in the seaborne perishable market. Jamaica Producers has interests in logistics as well as port operations, food and drink production and the agribusiness.

Classified notices follow

ABLE HUMBER PORTS LIMITED

SECTION 153 OF THE PLANNING ACT 2008

REGULATION 14 OF THE INFRASTRUCTURE PLANNING (CHANGES TO, AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011 (AS AMENDED)

NOTICE OF A PROPOSED APPLICATION TO MAKE A MATERIAL CHANGE TO THE FOLLOWING DEVELOPMENT CONSENT ORDER:

THE ABLE MARINE ENERGY PARK DEVELOPMENT CONSENT ORDER 2014 (S.I. 2014/2935)

NOTICE IS HEREBY GIVEN that Able Humber Ports Limited of Ogier House, The Esplanade, St Helier, Jersey, JE4 9WG ("the Applicant") and whose UK Asset Manager is Able UK Limited, Able House, Billingham Reach Industrial Estate, Billingham TS23 1PX, intends to make an application ("the proposed Application") to the Secretary of State for the Department for Transport, for a material change to be made to the Able Marine Energy Park Development Consent Order 2014 ("the DCO").

The proposed Application seeks a material change to the DCO that authorised the Able Marine Energy Park, a 1,279 metre quay on the south bank of the River Humber in North Lincolnshire, along with associated development including onshore facilities for the manufacture and storage of marine energy infrastructure and a compensatory habitat on the north bank. The amendment seeks to achieve the following—

(a) a realignment of the proposed quay (within its existing limits of deviation) to remove a berth pocket at the southern end and introduce a setback at the northern end;

(b) changes to the construction methodology to allow the relieving slab at the rear of the quay to be piled at the surface or to be omitted, and the use of anchor piles instead of flap anchors;

(c) consequential changes to dredge deposits where dredged materials may no longer be used in the construction of the associated works; and

(d) unrelated to the quay changes, the realignment of a footpath diversion to the north west of the site to go round the end of a railway track instead of crossing it.

The Applicant considers that the changes may constitute environmental impact assessment development and, therefore, an Environmental Statement will accompany the Application.

How to view the consultation documents

A copy of the consultation documents, plans and maps showing the nature and location of the land, are available to be viewed and downloaded for inspection, free of charge, at https://www.ableuk.com/sites/port-sites/humber-port/amep/, being a website maintained by or on behalf of the Applicant. The documents can be found under the tab "Documents".

Further information about the proposed Application may be obtained as follows—

Email: amepmc2@ableuk.com

Telephone: 01642 806080

Post: AMEP MC2, Able Humber Ports Limited, Able House, Billingham Reach Industrial Estate, Billingham TS23 1PX

The consultation documents will be published no later than 15 April 2021 and will remain available until at least 26 May 2021.

A copy of the consultation documents can also be provided free of charge on a USB stick. Alternatively, paper copies can be obtained but a charge, up to a maximum of £100, will be made to cover printing, postage and VAT at 20%. To request a USB or paper copies of the Application and accompanying documents or for details regarding payment methods please contact the Applicant using the contact details provided above.

Making representations about the proposed Application

If you wish to respond to this notice or make comments or representations in respect of the proposed Application, these should be sent to the Applicant. Responses should state the ground of representation, the nature of your interest in the proposed project, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent. Comments and representations may be submitted in the following ways—

Email (preferred): amepmc2@ableuk.com

Post: AMEP MC2, Able Humber Ports Limited, Able House, Billingham Reach Industrial Estate, Billingham TS23 1PX

Any comments or representations on the proposed Application must be received no later than **23:59 on 26 May 2021**.

Any comments received will be analysed by the Applicant and any consultants appointed by the Applicant, and copies may be made available in due course to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Application, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the website https://www.ableuk.com/privacypolicy.

BDB Pitmans LLP
Solicitors and Parliamentary Agents acting on behalf of Able Humber Ports Limited

8 April 2021