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Ever Given owners seek to cap Suez limitable claims at $115m

THE HEAD OWNER of *Ever Given* — whose grounding shut down the Suez Canal for six days last month — is seeking to cap limitable claims at just $115m.

That is far below the $916m compensation sought by the canal authorities and unknown substantial claims from other impacted ships.

Resort to the International Convention on Limitation of Liability for Maritime Claims 1976, known in industry as LLMC 76, was widely expected in shipping law circles.

However, the key wording is "limitable claims". The extent to which Egyptian demands are in fact limitable is unclear, and likely depend on local law, legal experts said on Tuesday.

The move comes after a prominent London-based shipping law firm earlier this month formally served notice of limitation proceedings on a lawyer acting for another owner hit by the fallout from the casualty.

HFW is acting for *Ever Given*'s joint owners, Luster Marine and Higachi Sangyo Kaisha, both associated with Japan's Shoei Kisen Kaisha, in all matters except for the salvage operations of professional salvor Smit.

Taiwanese boxship major Evergreen operated *Ever Given* on charter under the technical management of Bernhard Schulte Shipmanagement.

"Anyone who has a claim against the owners have been referred through the liability insurers [the UK Club], giving us formal notice that a limitation fund has been established in London," said the lawyer.

Under the LLMC, a ship may limit liability according to tonnage, except where it is proved that loss resulted from "personal act or omission, committed with the intent to cause such a loss, or recklessly and with knowledge that such loss would probably result."

Breaking limits only occurs with extreme rarity. The *Atlantik Confidence* incident of 2013, in which a ship was deliberately scuttled by way of insurance fraud, is probably the only recent case.

A High Court order allowing *Ever Given*'s owners to set up a limitation fund was granted on April 8, in the amount of 81,563,858 special drawing rights, which equates to roughly £83m, or $115m.

Not unexpected move

The move was not unexpected, the lawyer added. "This is entirely reasonable. This is what the convention allows owners to do, so shipowners do not face unlimited liability," he said. "That's the whole point of it… It's absolutely what everybody would do in their shoes."

His assumption is that similar notices will have been served against other owners who have notified claims, including some whose ships were delayed in tailbacks in both directions.

Under a limitation fund arrangement, claims that can be proved are paid out from the fund pro-rata, making vessel arrest largely superfluous.

Indeed, the version of LLMC76 obtaining in the UK, known as the 1996 protocol, disallows arrests in signatory countries, which include *Ever Given*'s next three European ports of call.

The obvious question is whether the limitation would include any fine or claims by the Suez Canal Authority. If the SCA is deemed a third party like all others and its claim constituted the lion's share of the fund, little money would be left over for anyone else.

But shipping barrister James Turner QC of Quadrant Chambers argued that such a tactic would be unlikely to work.

"First, you can't limit in respect of direct salvage claims. Second, unless it is a disguised property damage claim, a fine will not be the type of claim that can be the subject of limitation. Nor, I think, is reputational damage, since reputation is not property," he said in an email.

"Third, Egypt is a party to the 1976 convention but not the 1996 protocol, so the constitution of a fund in London will not affect the position in Egypt."

Ever Given and its 20,000 teu-worth of cargo have been arrested by the Suez Canal Authority, which is seeking $916m in compensation, including $300m for loss of reputation and a further $300m by way of 'salvage bonus'.

It is now at anchor in the Great Bitter Lake. The status of the crew is unclear; only two have been allowed to leave the vessel for compassionate reasons, and while local sources insists the others are not legally under arrest, it seems they must remain on board.

The owners have filed an appeal before the Ismailia court of first instance against the vessel and cargo arrests, which will be heard on May 4.

HFW declined to comment.

WHAT TO WATCH:

US seizes Cameroon-flagged tanker for North Korea sanctions evasion

US COURTS have again invoked civil forfeiture laws to seize a sanctions-evading vessel, with a North Korea-linked tanker and its Singaporean owner accused of illicit deliveries of refined products.

The Cameroon-flagged, 1987-built tanker *Courageous* (IMO: 8617524) violated United Nations and US sanctions against North Korea, according to the filing of civil and criminal complaints lodged on April 23 in the US District Court Southern District of New York.

The 3,912 dwt tanker, detained in Cambodia since 2020 for US authorities, is the second known North

Korea-linked vessel seized by US courts after defendants used the US financial system to support the sanctioned activities.

The first tanker, 27,881 dwt *Wise Honest* (IMO: 8905490) was seized using the same legal argument back in 2018 after being held in Indonesia following counterintelligence investigations that found it involved in shipping coal to North Korea.

Similar moves to seize the cargo of Iran-origin and Venezuelan refined products and crude in 2020 and early 2021 have been undertaken with varying degrees of success.

In the case of *Courageous*, Singaporean national Kwek Kee Seng was accused of money laundering and conspiracy to transport, transmit and transfer funds via front companies that routed payments through US banks to buy the vessel, meet crew salaries, registration and survey fees.

A Panama-incorporated shell company, a Singaporean agent, an undisclosed Thailand-based company and a purported Chinese "straw company" were all involved in the sale and shipment of refined products to North Korea, the complaint alleged.

Disabled Automatic Identification System

Courageous was sold in July 2019 from an anchorage at Kaohsiung, Taiwan, to China-registered New Eastern Shipping for $580,000 via Singapore-based Swansea Shipping. It then disabled its Automatic Identification System transponder for a four-month period between August 17 and December 4.

Satellite images showed it undertaking a ship-to-ship transfer in Korea Bay in September 2019 with sanctioned, North Korea-flagged *Saebyol* (IMO: 8916293), and then reappeared at the North Korean port of Nampo on November 4. The ship also falsely identified itself as another tanker during this period.

Courageous was stateless for most of the four-month period, as St Kitts & Nevis, has deflagged the vessel in August and operators had to yet to apply to the Cameroon flag for provisional registration until November 4.

Cameroon authorities appear to have been suspicious, given the emails and correspondence cited in the complaint between the registry, master and operator.

They were given false information about the tanker's whereabouts, claiming it was in the South China Sea in September when satellite imagery showed it 1,200 miles north in Korea Bay.

Taiwan is the centre in a black market for fuel sold illicitly to North Korea according to a joint report by US international defence and security think tank Royal United Services Institute, and C4ADS into North Korean subterfuge shipping.

Nine of the 50 foreign-flagged tankers observed visiting North Korea via satellite imagery in 2020 accounted for a third of all petroleum delivered to the republic, according to the report.

India and Belgium to vaccinate seafarers as supply fears grow

INDIA and Belgium have pledged to vaccinate seafarers as concerns grow that India's second coronavirus wave will imperil crew changes.

Seafarers over 45 years old can be vaccinated at the Mumbai Port Trust Hospital, India's deputy director of shipping has said. Those younger can use the facility if they are due to join a vessel within 60 days, while those aged 18-45 will be eligible from May 1.

Meanwhile, Belgium will prioritise coronavirus vaccines for seafarers on its vessels, according to the Royal Belgian Shipowners' Association. Countries including Singapore and Romania are also vaccinating seafarers.

The International Chamber of Shipping welcomed the move as being "vital that seafarers are not at the back of the queue".

India's pledge to vaccinate seafarers comes as the country reports record daily coronavirus infections in excess of 350,000. It now accounts for 38% of all global cases.

The surge has prompted Singapore and the United Arab Emirates to halt crew changes from India.

International Maritime Employers' Council chief executive Francesco Gargiulo said the move by two of the world's major crewing hubs would delay crew changes in coming months.

"Unless things change, we're going to have the same problems we had in March last year," he said.

Mr Gargiulo said the next two months would be hard as caps on arrivals at Manila limited the number of Filipino crew changes, while emergency measures in Japan would limit flight availability.

IMEC and other groups are running virus testing hotels in Manila to help crew changes. They are negotiating with Covax, the global vaccine-sharing initiative, to reserve doses for seafarers.

Global efforts too slow

InterManager has said it would try to source vaccines for seafarers itself, complaining global efforts had been too slow. The group said just 58 countries had designated seafarers as key workers and vast numbers came from poor countries where vaccines were scarce.

"Global organisations have talked their way round in circles and still we are no further forward in providing a vaccination programme for seafarers," said InterManager president Mark O'Neil.

The Maritime Labour Convention's governing committee last week called on governments to make emergency vaccine supplies available to seafarers, and to carry out a mapping exercise to help procure supplies.

It called for governments to consider setting up vaccination hubs for seafarers in ports, to accept vaccines given to seafarers by other states, and to consider setting up an international programme to help seafarers access vaccinations ashore, such as during shore leave.

ANALYSIS:

Tanker scrapping to slow on shipyard space crunch

TANKER researcher Alphatanker has revised downwards its demolition estimates for 2021, citing fully booked shipyards that are limiting orders for tankers with delivery within the next three years.

The division of Paris-based shipbroker BRS said Qatar's order for some of the 100 liquefied natural gas carriers needed for project expansions, alongside a surge in larger containerships and bulk carriers, has taken most available slots at Chinese, South Korean and Japanese shipyards.

As a result, secondhand tonnage prices have strengthened because owners looking to renew or expand fleets are buying old ships rather than ordering new ones, Alphatanker said in its Shipping Monthly Monitor.

It forecast 64 tankers of 34,000 dwt and above would be scrapped this year, down from its prior estimate in January of 93 units.

The forecast includes 19 very large crude carriers, compared with 25 previously.

Tanker scrapping rose from a 23-year low over 2021's first quarter but remained well below expectations.

Numbers are likely to fall even further below estimates as recyclers on the Indian subcontinent temporarily close because of renewed outbreaks of coronavirus and medical oxygen shortages.

Some 17 tankers over 10,000 dwt, totalling 1.3m dwt, were recorded as scrapped in the first three months of 2021, according to Lloyd's List Intelligence data. That compares with 13 tankers of 1.17m dwt over the same period in 2020, figures show.

The shipyard space crunch that is keeping demand high for secondhand tonnage helps explain why scrapping is so low, even as tanker earnings remain at levels below operating costs on many benchmark shipping routes for crude and refined products.

Alphatanker said that scrapping could rise if the US eases sanctions on Iran, because the large pool of vintage tankers currently being used to deliver barrels to Asia without penalty would cease to have regular employment.

"Once it [Iran] is free to use its more modern NITC tankers we expect the majority of these vintage tankers will rapidly hit the beach as they will have little further prospect of gainful employment," the report said.

BDI continues to rise on strong capesize segment

THE Baltic Dry Index, which measures profitability in the dry bulk market, continues to rise as the capesize segment rockets.

It was at 2,889 points at Tuesday's close on the Baltic Exchange, almost double that of the start of the year, and the highest level since September 14, 2010.

The index is also a proxy for economic activity as strong demand for iron ore, coal, steel and bauxite lends support to a market that has the lowest fleet growth in decades.

Golden Ocean's chief executive Ulrik Andersen said the capesize market in which it has most exposure was "firing on all cylinders".

The dry bulk owner said he was seeing "hefty activity on all the main trade routes, mainly driven by iron ore demand and growing Brazilian exports".

The Baltic Capesize Index gained 6% to $37,453 per day at the close on Tuesday compared with April 26 on the London-based exchange. That is the highest since September 2019.

"We see today's market as a sign of a fundamental change in the supply-demand balance and not a temporary spike," Mr Andersen said. "It is clear that the stars are aligning for the owners. Couple the robust demand side with a 30-year-low supply growth, and you have the outlines of an attractive market situation, with a runway of a least a few years."

With the pandemic "losing its grip" on key economies, a solid rebound of worldwide GDP growth is underway, and steel production continues to rise, in China and elsewhere. That is reflected in the rising iron ore price.

At the same time, coal demand is returning, and with trade tensions between China and Australia, that has led to inefficiencies, boosting demand for vessels.

Steel production rose 15% in March to 169.2m tonnes compared with the same period a year earlier, the latest statistics from the World Steel Association show.

China produced 94m tonnes, up 19%, while India's output rose 24% to 10m tonnes, and Japan produced 8.3m tonnes, an increase of 4.6%. Other important economies also saw meaningful gains.

Seanergy's chief executive Stamatis Tsantanis said that capesize rates had room to move up further given that Brazil was only exporting half of its capacity, riding at 600,000 tonnes per day from all miners. It has a nominal capacity of about 1.2m tonnes per day.

Once Brazil normalises its shipments, the market could rise by 30% to 40%, or more, he said.

"We're bullish and have been for some time, based on a vessel supply squeeze," he said. "The market is starting to feel this lack of supply."

According to shipping association BIMCO, Brazil is set to increase iron ore exports by 14% in the first four months of this year versus the same period in 2020.

South American grains exports

The surge in the capesize segment coincides with a ramp-up in grains exports from South America.

According to shipbrokers Braemar ACM, agri exports from Brazil loaded on to bulk carriers totalled about 18m tonnes in March, up 10% year on year, although weak activity prior to March meant that shipments over the first quarter of 2021 were only 2% higher compared with the same period in 2020.

Grain loadings in Argentina also strengthened in March, rising 23% year on year, although total volumes in the first three months of the year fell 2% versus the corresponding period in 2020.

Total shipments from both countries last month were shy of May 2020's record of 26.2m tonnes, Braemar said, while April shipments look set to hit an all-time high of 27.8m tonnes, which marks a 14% rise year on year.

Danish grains consultancy BullPositions also noted the ramp-up in exports towards a capacity cap of 15m–16m tonnes per month

"A sluggish start to the 2021 harvest campaign has turned into a full-blown supply bonanza from mid-March," managing director Jesper Buhl said.

Stronger enforcement seen as key to accelerate shipping's decarbonisation

THE maritime industry understands the urgency of the decarbonisation challenge and the need to make the transition fuel commercially viable.

But this would need rigorous regulatory framework to create a level playing field between operators of eco and non-eco vessels, according to an industry seminar.

A tighter regulatory framework was identified as the key to the success of decarbonisation efforts in shipping by Transport Capital founder and managing partner Philip Clausius.

"A tougher regulatory framework is needed because industry players need to be persuaded to kick start significant investment into research on alternative fuels, which will occur when the new-fuel solutions are cost-competitive vis a vis conventional fuel, " he told a recent online event organised by Moore Stephens and BNP Paribas.

To achieve this outcome, Mr Clausius is of the view that a significant carbon tax that penalises conventional fuel solution is instrumental.

"It's all about relative price," he said, adding that shipping companies will spur massive research and development in alternative fuels only if those solutions are cost competitive with conventional ones.

"This is not the case at the moment, so if you want to accelerate the development to a decarbonised world you have to make the conventional system significantly more expensive and that happens through tax."

He noted that the US, UK and European Union are all taking ambitious positions on carbon as compared with the International Maritime Organisation.

As such, he is convinced that the IMO targets may be subject to significant revisions soon and will become significantly tougher and stricter in the next few years.

Larger shipowners have actively participated in the decarbonisation efforts, partly because they have both the financing and in-house technical expertise to do so, but he noted that the same is not true for the medium-sized shipowners.

Several large shipping companies have already ordered non-conventional propulsion vessel on the back of long-term charter contracts by key charterers.

But Mr Clausius feels that the mid-sized shipowners account for a substantial part of the industry, and their lack of participation will hinder the industry's efforts.

There is an urgent need for the medium-sized shipowners to work more closely with charterers and cargo owners to achieve decarbonisation.

"Given that cargo owners have been put under significant pressure to decarbonise they will definitely fund and support sensible decarbonisation projects even with mid-sized owners," he said.

Mr Clausius said there are already success stories of this happening. He cited the example of Hartmann Gas Carriers which is working with OCI and MAN Energy Solutions to start the commercialisation of ammonia as a marine fuel.

He said Thun Tankers has built a dual-fuel liquefied natural gas product tanker for long-term charter to Preem.

MARKETS:

No end in sight for equipment shortages

CONTAINER line customers can expect equipment shortages to last for the remainder of this year and possibly into 2022 as the fallout from the pandemic continues to affect supply chains.

The situation was being exacerbated by a "vicious cycle" in container terminals that was slowing the return of empty containers to export markets at a time when extra capacity was being brought in to handle increased volumes.

"There is a vicious cycle of yard congestion that starts with the additional services," Drewry container equipment analyst John Fossey told a webinar. "It is easy for a line to switch on capacity, but it is not so easy for a terminal or landside operator to do the same.

"It takes a long time for ports to acquire additional equipment and to recruit and train labour to handle these extra vessels."

The same was true for road hauliers, rail operators and even warehousing companies, where productivity remained low due to pandemic-related absenteeism.

"With the slowdown in moving containers in port, container lines, in order to maintain some semblance of schedule reliability, tended to cut and run, leaving empty containers on the yard," said Mr Fossey. "This led to a further fall in productivity in the yard and ultimately affected productivity further.

"This meant terminals refused empties into their yards. The whole system slows down and has been largely the cause of the shortage of container availability."

It was now clear that the whole year would to be affected by this port congestion issue, he added.

"We expect things to ease slightly but for container cycle times to not be back to pre-pandemic levels until the end of this year and even into 2022."

Lack of availability

It was this slowdown in the processing of containers through the system that led to the lack of availability, rather than a shortage of actual units in the market, which had seen a sharp increase in the number of containers being produced.

"The strong recovery that took place in the second half of 2020 when production was up 77% on the corresponding period of 2019, continued in the first quarter of this year," Mr Fossey said. "A total of 1.4m teu of capacity was delivered in this period, up 10.4% on the previous quarter and 22.5% ahead of the same period in 2020."

Drewry expects production to reach a record 4.7m teu this year, breaking the previous record of 4.2m teu set in 2018.

"The demand for equipment is incredibly strong and the economic recovery from Covid-19 will gather pace, leading to more trade and having an impact on the demand for equipment," he said.

Drewry forecasts a rapid recovery in containerised volumes this year that could see growth as high as 8.7%.

"There is also a need to replace a bulge of equipment that was built in the mid-2000s, which is intensifying despite owners keeping equipment longer," Mr Fossey said.

Overall, the equipment pool would grow by 5.8% this year as carriers took a greater role in acquisitions than lessors.

"It is cheaper for ocean carriers to directly own their own containers. After a very profitable 2020, it is clear that carriers do intend to shift more of their capital and hard-earned cash into buying container assets."

Nevertheless, even this would not be enough to see containers recovering their normal cycle patterns this year, he said.

Carnival contracts Bureau Veritas to support a return to cruising

BUREAU Veritas has been contracted by cruise operator Carnival to provide health and safety services to facilitate the return to cruising, protecting passengers and crew.

Carnival operates a fleet of 87 cruiseships visiting 700 ports around the world.

The support provided, including verification of safety and hygiene measures, will be based upon the expertise and extensive experience built by Paris-based Bureau Veritas in 2020 to address health protection and hygiene requirements on board passenger ships.

The cruise company said the testing, inspection, and certification company's approach meets the specific requirements of the cruise market, addressing biological risks posed by coronavirus and other infectious diseases.

Bureau Veritas will verify the procedures and protocols of Carnival Corp's ships to identify and manage pandemic-related risks in port, at embarkation and disembarkation points, and on the ships.

Outbreak management planning will address necessary procedures for prevention, mitigation, and preparation to manage crew and passenger hygiene, wellbeing and health, with clear definitions of responsibilities and roles.

Bureau Veritas' initial work has been focused on ships operating under the Cunard, P&O Cruises, and Princess Cruises brands that will resume operations from Southampton under Carnival UK, with added assurance from BV's independent verification of effective coronavirus protocols

Once UK cruise itineraries start, it is anticipated that a return to operations will continue in global markets.

Verify health protocols

As an independent body, Bureau Veritas will verify health protocols and procedures meeting guidelines enforced by national administrations, helping Carnival's ships get back to global operations for all its brands.

Bureau Veritas "provides procedures and measures to protect passengers, company personnel, and other stakeholders as operations are resumed, helping to ensure that appropriate health and safety standards are put in place," said Matthieu de Tugny, its head of marine & offshore.

He said the company has been working with many industries, "addressing these new safety and hygiene challenges and have combined this now extensive experience to our passenger ship and marine expertise to support Carnival".

According to the Carnival's first-quarter business update, Cunard, P&O Cruises, and Princess Cruises are all expected to offer a series of UK cruises this summer.

Other brands include AIDA, which resumed cruising in March in the Canary Islands; Costa, which expects to operate cruises from Italian ports in May; and Seabourn, which will sail from Greece in the summer.

Initial cruises are taking place with adjusted passenger capacity and enhanced health protocols developed with government and health authorities, and guidance from the company's roster of medical and scientific experts.

The company's brands have a set of health and hygiene protocols that facilitate a safe and healthy return to cruise vacations. These protocols are modelled on shoreside health and mitigation guidelines as provided by each brand's respective country and approved by all relevant regulatory authorities.

Carnival Corp and Carnival plc operate as a dual listed company, with combined businesses functioning as a single economic entity through contractual agreements between separate legal entities

Maersk lifts guidance on strong freight rates

MAERSK has increased its earnings outlook for the full year by nearly half on the back of strong rates and the "exceptional" demand in the container shipping sector.

It now expects earnings before interest, tax, depreciation and amortisation to be in the range of \$13bn–\$15bn, up from its early estimate of \$8.5bn–\$10.5bn.

The upgrade came as the carrier announced unaudited first quarter of the year revenues of \$12.4bn and ebitda of \$4bn, as average freight rates rose 35% in the quarter.

"The continued strong performance is mainly driven by the continuation of the exceptional market situation with surging demand leading to bottlenecks in the supply chain and equipment shortage," Maersk said in a statement.

It also said it expects global demand growth for the whole of 2021 to be in the range of 5%–7%, up from 3%–5%, driven by US imports.

"Trading conditions for the quarters ahead remain subject to a higher than normal volatility due to potential changes in current demand patterns and the current disruptions in the supply chains and equipment shortages impacting the short-term container freight rates," Maersk said.

The ongoing equipment shortage has also led Maersk to raise its capital expenditure outlook to \$7bn from \$4.5bn–\$5.5bn, as it seeks to add containers to its fleet to improve service reliability.

Container freight rates are at all-time highs as supply chain bottlenecks, equipment shortages and limited ship capacity have intensified in recent weeks.

Cosco subsidiary OOCL yesterday reported that revenues had nearly doubled year on year in the first quarter of 2021, and all lines are expected to have benefited from strong demand and positive rates environment.

"The normalisation of the container market is taking longer than expected, due to ongoing supply chain bottlenecks and capacity constraints, exacerbated by the blockage of the Suez Canal, while container demand is supported by the greatest restocking cycle on record in the US," said Jefferies analyst David Kerstens.

Maersk will release its full first-quarter results on May 5.

IN OTHER NEWS:

Spill response launched off Qingdao after tanker struck by cargoship

OIL spill responders are dealing with an accident off the Chinese port of Qingdao after a Greece-owned tanker was allegedly struck by a China-controlled dry cargo vessel.

The suezmax tanker *A Symphony* (IMO: 9249324) was said to be stationary at anchor when the incident occurred and the incident reportedly took place in conditions of almost zero visibility.

The quantity of oil spilled was not immediately quantifiable, but the vessel's technical manager said that all crew on board the tanker were accounted for and were unharmed.

DSV snaps up Agility's logistics business

DSV Panalpina has expanded its market share again through the acquisition of Agility's Global Integrated Logistics business in a $4.1bn all-share deal.

The agreement, which still requires regulatory approval, will see Agility holding an 8% share in the expanded company and taking a seat on the board.

"Agility's Global Integrated Logistics business and DSV are an excellent match," said DSV chief executive Jens Bjørn Andersen.

Port of Long Beach agrees terminal lease deal with SpaceX

PORT of Long Beach said Space Explorations Technologies Corp, better known as SpaceX, has taken a lease on a 6.5-acre terminal site at the port to house the company's west coast launch vehicle recovery operations.

Nasa has selected SpaceX, owned by Elon Musk, to continue development of the first commercial human lander that it said "will safely carry the next two American astronauts" to the moon.

If SpaceX succeeds in returning humans to the lunar surface, the California firm would be well placed to aid Nasa in its proposed further mission to Mars — futuristic ideas that sound promising to Long Beach.

US awards $20m in grants to boost shipyard productivity

THE US has awarded almost $20m in grants to 31 small shipyards across 15 states aimed at modernisation, increased productivity and stepped up local employment opportunities.

The announcement by the Maritime Administration comes as President Joe Biden and others in his administration push Congress to pass $2trn infrastructure legislation known as the American Jobs Plan.

Mr Biden is preparing to rally support for his proposal in a speech before a joint session of Congress this week, and members of his cabinet have been pushing the bill in the run-up to that speech.

Malaysia aims to be LNG ISO tank trade hub

MALAYSIA is staking a claim to be an export hub for containerised liquefied natural gas cargoes on delivering of a second such to China.

This second shipment, which is also contracted with Tiger Gas, was exported from Pasir Gudang in Peninsular Malaysia and arrived at Shanghai before the weekend, according to a statement from Malaysian national oil company Petronas.

Tiger Gas is said to have deployed general cargo carrier *Fan Zhou 6* (IMO: 9833357) for this and its earlier shipment.

NYK joins project to create ammonia fuel standards

JAPAN'S NYK Line will join a six-member group that is working to establish standards for the safe use of ammonia as a marine fuel.

The project is sponsored by Lloyd's Register, the Maersk Mc-Kinney Moller Center for Zero Carbon Shipping, AP Moller-Maersk, MAN Energy Solutions, Total and Mitsubishi Heavy Industries.

NYK described ammonia as a promising next-generation marine fuel, which could achieve zero emission by utilising CO2-free hydrogen as a raw material and hence mitigate shipping's impact on climate change.

GoodBulk sees strong dry bulk market beyond this year

GOODBULK, a capesize owner, expects a strong dry bulk market "into 2022" after returning more than $10m to shareholders following a profitable start to this year.

The owner of 23 bulkers, including 22 capes, posted a $3.1m net profit for the first quarter of the year, compared with a net loss of $5.1m in the same period a year earlier.

Despite sales of three capesizes during 2020, revenues dipped only slightly from $48.6m to $47m.

Classified notices follow

THE SIZEWELL C PROJECT - NOTICE OF SUPPLEMENTARY ENVIRONMENTAL INFORMATION (APPLICATION REFERENCE: EN010012)

An application for an order granting development consent under the Planning Act 2008 has been made by NNB Generation Company (SZC) Limited (‘**Applicant**’), whose registered office is at 90 Whitfield Street, London W1T 4EZ, to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) (‘**Application**’). The Application was made on 27 May 2020 and accepted for Examination by the Planning Inspectorate on 24 June 2020 (Application Reference: EN010012). An Examining Authority was appointed on 30 June 2020 to examine the Application. After the examination has closed, the Examining Authority will submit a report to the Secretary of State who will then make the decision on whether or not to grant the development consent order.

The Project

The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which would comprise two UK EPR™ reactor units with an expected net electrical output of approximately 1,670 megawatts (‘**MW**’) per unit, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts (‘**Project**’). The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest; access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. Further details of the Project, including the consents, licences and regulatory approvals required for the Project, are provided in the Application.

Environmental Impact Assessment

The Project is an Environmental Impact Assessment development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement was submitted with the Application (Examination Library refs. APP-159 to APP-582) pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and Marine Works (Environmental Impact Assessment) Regulations 2007.

Supplementary Environmental Information

NOTICE IS HEREBY GIVEN that since acceptance of the Application, the Applicant has submitted to the Planning Inspectorate supplementary environmental information that should be treated as comprising part of the Environmental Statement (‘**Supplementary Environmental Information**’). Details of the Supplementary Environmental Information, and how it supplements or changes the Environmental Statement, are provided in the Environmental Statement Signposting Document (Examination Library ref. PDB-011) submitted by the Applicant to the Examining Authority on 7 April 2021.

Copies of the Environmental Statement and Supplementary Environmental Information

The Environmental Statement including the Supplementary Environmental Information, together with the Application form and its accompanying documents, drawings, plans and maps, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate’s website under the ‘Documents’ tab: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs

These documents will be available to view on the website for at least the duration of the Examination, which is due to be completed by no later than 14 October 2021.

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Copies of these documents can be sent to you upon request on a USB stick (free of charge) or in hard copy (but the full suite of documents comes at a print cost of £9,800 plus VAT). To make a request, please use the Applicant's contact details below. Alternatively, subject to any applicable government restrictions in response to Covid-19 that may apply, you can book an appointment to view the documents at:

- the Sizewell C Information Office at 48-50 High Street, Leiston IP16 4EW (please call 0800 197 6102 to make an appointment) – all documents are available in both electronic and hard copy; and
- the Council Offices of the Leiston-cum-Sizewell Town Council at Council Offices, Main Street, Leiston IP16 4ER (please call 01728 830388 to make an appointment) – all documents are available in electronic copy and the Supplementary Environmental Information is available in hard copy.

Enquiries

Any enquiries about the Application, the Environmental Statement including the Supplementary Environmental Information and any other matters covered in this notice may be raised with the Planning Inspectorate (0303 444 5000 or email sizewellc@planninginspectorate.gov.uk) or the Applicant (Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) or email info@sizewellc.co.uk).

Any details you provide to the Applicant via the telephone or email will be subject to the Applicant's privacy policy, which is available to view at: https://www.edfenergy.com/privacy/NNB

In any correspondence with the Planning Inspectorate in relation to the Application, please quote the Application Reference (EN010012) and, where relevant, your unique reference number provided by the Planning Inspectorate.

Details of the development consent process and how to participate are set out in the Planning Inspectorate's 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others', which is available to view free of charge at: https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/

Responding to this publicity

Any responses to this publicity must be received by the Applicant no later than **midday on 7 June 2021** via one of the methods below:

- Email comments to info@sizewellc.co.uk
- Post comments to FREEPOST SZC CONSULTATION (no stamp or further address required)
- If you are shielding and unable to use the above methods, call Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) to arrange for your response to be collected

Any responses received by the Applicant will subsequently be provided by the Applicant to the Planning Inspectorate who may publish these responses on its website at: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/

NNB Generation Company (SZC) Limited

THE SIZEWELL C PROJECT - NOTICE OF A COMPULSORY ACQUISITION REQUEST IN RESPECT OF ADDITIONAL LAND (APPLICATION REFERENCE: EN010012)

Notice under Section 123(4) of the Planning Act 2008 and Regulations 7 and 8 of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010

An application for an order granting development consent under the Planning Act 2008 has been made by NNB Generation Company (SZC) Limited ('**Applicant**'), whose registered office is at 90 Whitfield Street, London W1T 4EZ, to the Planning Inspectorate (on behalf of the Secretary of State for Business, Energy and Industrial Strategy) ('**Application**'). The Application was made on 27 May 2020 and accepted for Examination by the Planning Inspectorate on 24 June 2020 (Application Reference: EN010012). An Examining Authority was appointed on 30 June 2020 to examine the Application. After the examination has closed, the Examining Authority will submit a report to the Secretary of State who will then make the decision on whether or not to grant the development consent order.

The Project

The Application is for development consent to construct, operate and maintain the proposed Sizewell C nuclear power station, which would comprise two UK EPR™ reactor units with an expected net electrical output of approximately 1,670 megawatts ('**MW**') per unit, giving a total site capacity of approximately 3,340MW, along with associated development required for the construction or operation of the Sizewell C nuclear power station or to mitigate its impacts ('**Project**'). The Sizewell C nuclear power station would be located in Sizewell in East Suffolk, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

The main on-site aspects of the Project comprise the nuclear power station; associated buildings, plant and infrastructure; offshore works including cooling water system and combined drainage outfall in the North Sea; a temporary accommodation campus; a new National Grid 400kV substation; relocation of certain Sizewell B infrastructure; a crossing over the Sizewell Marshes Site of Special Scientific Interest; access works; construction compounds and spoil management areas; temporary rail infrastructure; and landscaping. Proposed off-site associated development includes temporary park and ride sites; a two village bypass; a Sizewell link road; highway improvements; a temporary freight management facility; temporary rail infrastructure; and permanent rail upgrade works. Further details of the Project are provided in the Application.

Environmental Impact Assessment

The Project is an Environmental Impact Assessment development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement was submitted with the Application (Examination Library refs. APP-159 to APP-582) pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and Marine Works (Environmental Impact Assessment) Regulations 2007.

Compulsory Acquisition Request

NOTICE IS HEREBY GIVEN in accordance with Regulations 7 and 8 of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('**CA Regulations**') that the Applicant has made a request for an order granting development consent to authorise compulsory acquisition of land or of an interest in or right over land that was not identified in the book of reference submitted with the Application ('**CA Request**').

Additional Land

The location of the additional land for the purposes of the CA Regulations ('**CA Additional Land'**) is shown on the 'Land Plans Showing the Proposed Land Changes' (Examination Library ref. AS-290) submitted to the Planning Inspectorate in February 2021. The CA Additional Land comprising land over which compulsory acquisition is now sought is shown hatched. The CA Additional Land comprising land changing from temporary possession to compulsory acquisition is shown dotted.

Tables 2.1 and 2.4 of the Statement of Reasons Addendum (Examination Library ref. AS-149) submitted by the Applicant to the Examining Authority in January 2021 describe the CA Additional Land and explain why that land is required for the Project.

1

The Second Funding Statement Addendum (Examination Library ref. AS-150) submitted to the Planning Inspectorate in January 2021 explains how the acquisition of the CA Additional Land would be funded.

These documents should be read in conjunction with the Statement of Reasons (Examination Library ref. APP-062) and Funding Statement (Examination Library ref. APP-066) submitted to the Planning Inspectorate in May 2020 and the Funding Statement Addendum (Examination Library ref. AS-011) submitted to the Planning Inspectorate in November 2020. Together these documents explain what land is required for the Project, why it is required and how the order granting consent is proposed to be funded.

The CA Additional Land is required for the development of Sizewell C or is required to facilitate or is incidental to it. There is a compelling case in the public interest for the compulsory acquisition of land required for the Project, including the CA Additional Land. The availability of funding is not considered to be an impediment to the implementation of the Project or to the acquisition of the relevant interests in the CA Additional Land.

Copies of the Additional Documents

The Book of Reference Addendum relating to the CA Additional Land (Examination Library ref. AS-151), the 'Land Plans Showing the Proposed Land Changes' (Examination Library ref. AS-290), the revised draft development consent order (Examination Library ref. AS-143), the Statement of Reasons Addendum (Examination Library ref. AS-149), the Second Funding Statement Addendum (Examination Library ref. AS-150) and other documentation relating to the CA Request ('**Additional Documents**'), together with the Application form and its accompanying documents, drawings, plans and maps, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate's website under the 'Documents' tab: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/?ipcsection=docs

These documents will be available to view on the website for at least the duration of the Examination, which is due to be completed by no later than 14 October 2021.

Copies of these documents can be sent to you upon request on a USB stick (free of charge) or in hard copy (but the full suite of documents comes at a print cost of £9,800 plus VAT). To make a request, please use the Applicant's contact details below. Alternatively, subject to any applicable government restrictions in response to Covid-19 that may apply, you can book an appointment to view the documents at:

- the Sizewell C Information Office at 48-50 High Street, Leiston IP16 4EW (please call 0800 197 6102 to make an appointment) – all documents are available in both electronic and hard copy; and
- the Council Offices of the Leiston-cum-Sizewell Town Council at Council Offices, Main Street, Leiston IP16 4ER (please call 01728 830388 to make an appointment) – all documents are available in electronic copy and the Additional Documents are available in hard copy.

Enquiries

Any enquiries about the Application, the Additional Documents and any other matters covered in this notice may be raised with the Planning Inspectorate (0303 444 5000 or email sizewellc@planninginspectorate.gov.uk) or the Applicant (Freephone 0800 197 6102 (09:00 – 17:00 Monday to Friday) or email info@sizewellc.co.uk).

Any details you provide to the Applicant via the telephone or email will be subject to the Applicant's privacy policy, which is available to view at: https://www.edfenergy.com/privacy/NNB

In any correspondence with the Planning Inspectorate in relation to the Application, please quote the Application Reference (EN010012) and, where relevant, your unique reference number provided by the Planning Inspectorate.

Details of the development consent process and how to participate are set out in the Planning Inspectorate's 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others', which is available to view free of charge at: https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/

Making a representation on the CA Request

Any representations (giving notice of any interest in, or objection to, the CA Request) must be made on the Planning Inspectorate's Registration and Relevant Representation Form for this Application, which will be available from 28 April 2021 to midday on 7 June 2021 at: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/

If you require guidance on, or other methods of, obtaining and completing the Planning Inspectorate's Registration and Relevant Representation Form, please telephone the Planning Inspectorate on 0303 444 5000 or e-mail sizewellc@planninginspectorate.gov.uk. Further information about how to register and make a representation is available in Advice Note 8.2: How to register to participate in an Examination at: https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/

Any Registration and Relevant Representation Form must be received by the Planning Inspectorate no later than midday on 7 June 2021.

Representations will be made public by the Planning Inspectorate on its website at: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c-project/

NNB Generation Company (SZC) Limited

SECTION 48 OF THE PLANNING ACT 2008

REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER TO CONSTRUCT, OPERATE, MAINTAIN AND DECOMMISSION TWO OFFSHORE WIND FARMS KNOWN AS THE SHERINGHAM SHOAL EXTENSION PROJECT AND THE DUDGEON EXTENSION PROJECT

1 Notice is hereby given that, on behalf of the partnership companies, Scira Extension Limited and Dudgeon Extension Limited, Equinor New Energy Limited of 1 Kingdom Street, London W2 6BD (“ENEL”) (“the Applicant”) intends to apply to the Secretary of State for a Development Consent Order (“DCO”) under section 37 of the Planning Act 2008 for the construction, operation, maintenance and decommissioning of two offshore wind farms known as the Sheringham Shoal Extension Project (“SEP”) and the Dudgeon Extension Project (“DEP”), and associated development to connect each wind farm to the national grid.

2 The proposed generating capacity of each wind farm will exceed 100MW and therefore each is a nationally significant infrastructure project individually, although a single application for development consent will be made to include both wind farms and the associated transmission infrastructure.

3 The proposed application for development consent for SEP and DEP is being prepared by and consulted upon by the Applicant.

4 SEP and DEP are “EIA development” for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an Environmental Impact Assessment is required and the proposed application for a DCO will therefore be accompanied by an Environmental Statement (“ES”).

5 The offshore wind turbines will be located in the Greater Wash region of the southern North Sea. The closest point to the coast is 13.6km from SEP and 24.8km from DEP. Plans showing the location of SEP and DEP are available at https://sepanddep.commonplace.is. SEP and DEP will be connected to shore by offshore export cables installed to the landfall at Weybourne, on the North Norfolk coast. From there, the onshore export cables travel approximately 60km inland to a high voltage alternating current (HVAC) onshore substation near to the existing Norwich Main substation.

6 The proposed DCO will, among other things, licence and authorise:

(a) The key offshore components comprising:

(i) Offshore wind turbines;

(ii) Offshore substation platform/s (OSPs);

(iii) Foundation structures for wind turbines and OSP/s;

(iv) Infield cables;

(v) Interlink cables; and

(vi) Export cables from the wind farm site/s to the landfall.

(b) The key onshore components comprising:

(i) Landfall and associated joint transition bay;

(ii) Onshore export cables installed underground from the landfall to the onshore substation and associated joint bays and link boxes;

(iii) Onshore substation and onward 400kV connection to the existing Norwich Main substation;

(iv) Trenchless crossing zones (e.g. Horizontal Directional Drilling (HDD));

(v) Construction and operational accesses; and

(vi) Construction compounds.

(c) Associated and/or ancillary works including archaeological and ground investigations, drainage works, highway improvements, works to alter the position of existing utilities, works to watercourses, landscaping and other monitoring and mitigation works.

(d) Such other works as may be necessary or expedient for the purposes of or in connection with the construction, operation, maintenance or decommissioning of SEP and DEP.

(e) If required, the temporary stopping up, alteration or diversion of any street or road.

(f) If required, the permanent and/or temporary compulsory acquisition of land and/or rights for SEP and DEP.

(g) If required, the application and/or disapplication of legislation relevant to SEP and DEP and potentially a variation to the Electricity Act 1989 consent for the existing Dudgeon Offshore Wind Farm.

7 Phase 2 of Consultation on SEP and DEP will take place from **29 April 2021** to **10 June 2021**. The consultation documents, plans and maps showing the nature and location of SEP and DEP, including the Preliminary Environmental Information Report ("PEIR") and non-technical summary, can be accessed free of charge during Phase 2 consultation from 29 April 2021 to 10 June 2021 on the following website: https://sepanddep.commonplace.is.

8 Due to the restrictions imposed by the COVID-19 pandemic, it is not currently possible to place paper copies of the consultation documents, plans and maps showing the nature and location of SEP and DEP at local venues for inspection.

9 The consultation documents, plans and maps will also be available at the Applicant's virtual exhibition which will be available to view from Thursday 29 April at https://event.sepanddep.co.uk.

10 Copies of the consultation documents, plans and maps (as set out below) may be requested in paper copy or on USB during the consultation period from the Applicant. Please contact the Applicant for further details using the email address or telephone number provided below. A USB containing the Preliminary Environmental Information Report (PEIR), the Non-Technical Summary of the PEIR, the redline plans, the draft information for the Marine Conservation Zone

Assessment and the draft information for Habitats Regulations Assessment can be provided free of charge. A paper copy of the Non-Technical Summary of the PEIR, redline plans, the Community Consultation Leaflet and Feedback Form can be also be provided free of charge. There will be a (subsidised) charge of £500 for supply of a paper copy of the full Preliminary Environmental Information Report and a charge of £50 for a paper copy of the main volume of plans only.

11 Any person may comment on the proposals for SEP and DEP or otherwise respond to this notice. The consultation leaflet and feedback form explain the specific topics on which the Applicant is seeking feedback. Consultees are not however restricted to commenting on these issues, and the Applicant welcomes feedback on any aspect of SEP and DEP. **Responses must be received no later than 11.59pm on 10 June 2021. Responses received after this time may not be considered.**

12 When providing your response, please include your name and postcode, and confirm the nature of your interest in SEP and DEP. Completed feedback forms and responses must be submitted:

(a) By emailing: info@sepanddep.co.uk

(b) In writing to: FREEPOST DUDGEON AND SHERINGHAM EXT

13 The Applicant will consider and have regard to all responses before submitting its application for a DCO to the Secretary of State. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the application can be accepted for examination. Therefore, when providing a comment, it should be borne in mind that the contents of it may be communicated to others as part of the Consultation Report.

14 If you would like further information about this notice, the consultation or SEP and DEP, please contact the project team by using one of the contact methods provided below.

Email: info@sepanddep.co.uk

Post: FREEPOST DUDGEON AND SHERINGHAM EXT

Phone: 08081 963 673