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Rescuing migrants at sea could lead to prison under new UK law



SEAFARERS COULD POTENTIALLY face life imprisonment for meeting their obligations to assist migrant craft in danger if those rescued subsequently claim asylum in the UK, according to legal opinion.

The Nationality and Borders Bill, published last week, would make it a criminal offence to facilitate the arrival of asylum seekers in the country in any circumstances, including as stowaways.

Legal experts say the wording has been badly drafted, with the needs of shipping not even taken into consideration.

In terms of the small print, the contention centres on the two sections of clause 38, both of which amend section 25 the Immigration Act 1971.

Under the current legislation, it is an offence “if (a) a person knowingly and for gain facilitates the arrival or attempted arrival in, or the entry or attempted entry into, the UK of an individual, and (b) he knows or has reasonable cause to believe that the individual is an asylum seeker”.

The new legislation deletes the words “and for gain” and increases the maximum sentence for the offence from 14 years imprisonment to life imprisonment.

There is at least prima facie contradiction between these stipulations and the duty pursuant to international law for a ship to attempt rescue of persons in danger at sea.

This is set down in the United Nations Convention of the Law of the Sea article 98 and the International Convention for the Safety of Life at Sea regulation V-33.

All states recognise these obligations, and in addition, many seafarers consider assistance to other seafarers in danger as morally obligatory.

Dilemmas over migrant rescue are more than hypothetical, as highlighted by the case of the *Maersk Etienne* in 2020. The product tanker picked up 27 north Africans at the request of Malta's search and rescue centre, but was denied permission to disembark them for well over a month.

The Nationality and Borders Bill is British home secretary Priti Patel's response to growing clamour over the numbers of asylum seekers attempting to enter Britain by sea, which are small in comparison to many other littoral states.

The deletion of the "for gain" wording – which targeted professional people traffickers – is being seen as an attempt to sweep 'no borders' political activists motivated by ideology rather than money, or refugees helping other refugees, into the net.

But as currently worded, merchant shipping, fishing vessels and even leisure sailors appear to have been caught in the crossfire.

The Royal National Lifeboat Institution has already raised the alarm, pointing out that it is a lifesaving charity, and that the duty to go to the aid of anybody in danger at sea is enshrined under the Safety of Life at Sea convention.

The Home Office has explicitly stated on Twitter that the bill does not apply to the Maritime and Coastguard Agency or the RNLI.

But lawyers have pointed out that exemptions are nowhere explicitly set out, as they have been for humanitarian organisations.

George Peretz QC, a commercial barrister, was among the first to spot the problems with the bill.

"If a master sees a boat full of people who don't look very English, in an overcrowded boat in difficulty in the middle of the Channel, it doesn't take Sherlock Holmes to guess they are probably trying to get to the UK to seek asylum," he said. "You'd certainly have cause to believe that.

"You rescue them and land them at Southampton. It looks like you've facilitated their arrival in the UK, so hey presto, there's an offence."

In practice, there would probably be a reluctance to convict, given that the defendants could reasonably argue that it is an offence not to go to the assistance of another vessel in difficulty.

"If you are in the situation where whatever you do is an offence, it is hard to see how it would be in the public interest to prosecute. You've got that reassurance for what it's worth, but you are reliant on the common sense of jurors and the common sense of prosecutors, and neither are legally watertight."

The common law defence of necessity may also be available. Broadly put, if you have to break a window in emergency to save someone from a burning house, you have a defence against allegations of criminal damage, and similar reasoning could apply by analogy.

"The point I would make is that [the bill] does cause uncertainty. It is undesirable to have something sitting on the statute book that appears to tell masters not to rescue people and bring them to shore. That's not a good state for the law to be in."

The Chamber of Shipping, the UK's main shipping trade association, declined to comment.

However, it is understood that the chamber and the officers' union, Nautilus International, will be writing to Ms Patel and UK transport secretary Grant Shapps pointing out the stipulations of international law and obligations to recover persons from the sea.

The Home Office did not immediately respond to a request for comment.

WHAT TO WATCH:

Ammonia hype builds in shipping market

JAPAN'S move to embrace blue and green ammonia to decarbonise its marine and power sectors has stoked expectations that hundreds of tankers could

eventually be built either to burn or ferry the fuel over longer-haul trades.

The world's third-largest economy targets to import 3m tonnes of ammonia annually by 2030 mainly to replace coal used to fire up power plants.

That equates to the cargo loads of around 60 very large gas carriers, or 75 large gas carriers, or 120 mid-sized gas carriers, according to estimates by Shantanu Bhushan, a consultant at Poten & Partners.

Japan has embarked on joint projects with Saudi Arabia and Australia to either pilot transport or production of blue and green ammonia.

Drewry, the shipping intelligence provider, views the Middle East Gulf as a potential exporter of blue ammonia, or fossil fuel-derived ammonia with carbon offsets in place.

Saudi Arabia has emerged one "prime exporter" of blue ammonia at present, one analyst noted, although Japan is also exploring supplies from the neighbouring Emirati state, Abu Dhabi.

NYK, the shipping group, has embarked on research and development of an ammonia-fuelled tug and a tanker that transports and runs on ammonia.

Japan's Mitsui OSK Lines has likewise expressed an intent to build an ammonia-fuelled vessel for deployment before 2030.

If all these ideas go according to plan, the market for ammonia will expand significantly in the 2030s.

Japan could then start sourcing green ammonia further ashore from Europe, where excess renewable power generation capacity is available to feed green ammonia production, according to Drewry senior lead analyst Aman Sud.

Japan's largest power generation player, Jera, has teamed up with Norway's Yara International.

The partners have outlined a plan to export blue ammonia out of Pilbara in Australia.

Their partnership, however, also calls on wider collaboration in the supply chain for blue and green ammonia for zero-emission power generation in Japan.

Yara has separately tied up with Oslo-based renewable energy provider Statkraft and engineering group Aker Horizons to electrify an existing plant in Porsgrunn to pump out green ammonia.

Yara "is working on a certification mechanism to facilitate green ammonia production in Norway to meet demand in Japan and other distant markets," a spokeswoman told Lloyd's List. She said the Porsgrunn initiative at present has no links with the planned exports to Japan.

Nonetheless, the Norwegians harbour high hopes for ammonia demand growth, particularly in the shipping sector.

"If all of today's long-haul shipping is converted to use ammonia as fuel, it will consume about 500m-600m tonnes of ammonia per year," said Ulf Eriksen, vice-president of Statkraft AS, the renewable energy provider. "That is three to four times as much as today's global ammonia production."

Yara, as a leading ammonia player with shipping exposure, is studying the possibility of retrofitting engines on its near dozen-strong operating fleet to run on ammonia.

Other shipowners have looked at cashing in on ammonia demand by repurposing tankers now trading liquefied petroleum gas.

Drewry estimates about 430 LPG carriers can transport ammonia, but just 50 of these are large and very large gas carriers.

"Given the higher tonne-mile demand to be generated, we expect more larger vessels capable of burning and carrying LPG and ammonia will be built," Mr Sud said.

Mitsui OSK Lines has acquired one 35,000 cu m LPG carrier, which was renamed *Green Pioneer* (IMO:9471018) for its first time charter in years in the ammonia shipping space.

Norway's Avance Gas chose to invest in two newbuilding dual-fuel VLGCs, which can be modified to run on ammonia.

Demand for such carriers, however, hinges on how far ammonia can gain traction in the power and marine sectors.

Mr Sud notes that Japan is still experimenting on co-firing ammonia with coal for power generation.

"The project will go on until 2023. Data gathered will go towards checking the feasibility of how much ammonia can be co-fired."

Mr Bhushan said that with very few exceptions, ammonia will largely be carried on board MGCs and LGCs in the foreseeable future.

The application of ammonia as a marine fuel on the other hand, still needs to clear some hurdles.

Viv Lebbon of Lloyd's Register said that retrofitting existing engines and fuel systems to run on ammonia "will be demanding". Ammonia is a toxic and corrosive gas and this would call for "different materials and arrangements" for onboard storage tanks.

In some instances, however, fuel tanks for LPG or liquefied natural gas-powered ships "can be compatible" with ammonia.

Carriers make their case as supply chain chaos continues

CONTAINER lines have mounted a public relations defence against the threat of further regulation by the US Federal Maritime Commission, claiming they are doing everything in their power to resolve the supply chain crisis.

The World Shipping Council, which represents the majority of the leading carriers, said that high freight cost, equipment shortages and schedule unreliability were a consequence of a demand hike in the US.

"This is not the fault of any given supply chain actor," said chief executive John Butler. "Supply chains simply cannot efficiently handle this extreme demand surge, thus resulting in the delays, disruptions and capacity shortages felt across the chain.

"All supply chain players are working to clear the system, but the fact is that as long as the massive import demand from US businesses and consumers continues, the challenges will remain."

Carrier efforts to solve the problems had to be seen in the context of a spending on consumer goods rising at 10% year-on-year for 11 of the past 12 months, WSC said.

"To put this into perspective, in the 18 years before the pandemic, the average growth rate was 4.7%."

It said that container lines were "pulling out all stops" to manage the operational disruptions from the pandemic.

But ships would need to consume larger volumes of ammonia compared with LPG and LNG to go the same distances, given that ammonia has a lower energy density.

Ammonia's relevance as a zero-carbon marine fuel also hinges on the cost efficiency of producing the fuel from renewables.

Mr Lebbon said competitively priced zero-carbon or green ammonia may well be available only from 2040 and beyond.

He also raised the possibility if Japan were to "introduce ammonia to larger-scale use" also in the power sector, this may compromise the allocation of production capacity for shipping.

"But when marine terminals cannot clear the cargo already on the docks, ships cannot berth to discharge and load cargo. And marine terminals cannot clear cargo if the importers of that cargo have no warehouse or distribution space to put those containers. And containers are stuck in many places in the US waiting for adequate rail and truck capacity to move them."

It added that the sharp increase in freight rates outside their normal bands was a function of supply and demand in a competitive market.

"Even though deployed vessel capacity on the transpacific is at an all-time high, with all available ships carrying cargo, the huge and sustained increase in US imports has physically overwhelmed the available capacity and has resulted in a surge in pricing," it said.

The statement comes as the sector prepares for tougher oversight following President Joe Biden's executive order calling on the Department of Justice to work with the Federal Maritime Commission, giving the maritime agency greater enforcement powers.

There has been increasing criticism of container lines from US exporters, particularly over detention and demurrage costs.

But the WSC said D&D charges were necessary to ensure the flow of equipment.

“We agree with the White House that the FMC has the tools to investigate and is the appropriate authority to take action on any issues when it comes to detention and demurrage,” said Mr Butler. “Shippers can report any irregularities so that they are properly investigated, and action taken against any improper practices.”

He said there was no issue of market concentration to be addressed.

“Punitive measures levied against carriers based on incorrect economic assumptions will not fix the congestion problems. Only normalised demand and an end to Covid-related operational challenges will solve the bottlenecks in the supply chain.”

ANALYSIS:

Gas carrier rates fall seen as ‘temporary setback’

DEMAND growth for very large liquefied petroleum gas carriers is forecast to rise 13% in 2022, outpacing a 4% supply growth, Oslo-based investment bank Cleaves Securities said.

Current low freight rates for shipments from main exporting regions of the US Gulf and Middle East Gulf were a “temporary setback”, according to a research paper, which noted rising global oil and gas production over the next 12 months.

“We... believe the cyclical peak is still ahead of us,” Cleaves said, adding that limited fleet growth and a strong demand rebound would soon lift spot rates.

The global fleet of VLGCs shipping propane and butane as well as VLECs (which carry ethane) numbers around 250 vessels, with capacity of around 60,000 cu m-98,000 cu m to carry cargoes of about 44,000 tonnes.

Rates have tumbled from five-year highs of \$114 per tonne on the benchmark Middle East Gulf-Japan route seen in early January, and now are at \$34.63 per tonne, according to London-based shipping indices provider Baltic Exchange.

The rate of \$625,000 per month for an 84,000 cu m VLGC, quoted by Norwegian shipbroker Fearnleys

in its most recent weekly report, was \$300,000 lower than the prior week.

Cleaves attributed the fall in freight rates to there being fewer cargoes and an oversupply of available vessels in the US Gulf and Middle East Gulf, saying that levels are close to not covering operating expenses.

“We see spot rates potentially reaching \$100,000-plus per day and asset prices gaining 20% by end of 2022,” it estimated.

The fall in rates comes alongside rising prices for butane, now at \$620 per tonne on July 5 from Saudi Arabia, compared with \$340 a year ago.

Prices from the US Gulf are currently \$548 per tonne compared to \$361 at the start of the year.

The share price of shipping companies that owned VLGCs was estimated to rise 57% over the next year, according to Cleaves, on stronger fundamentals and demand.

The order book-to-fleet ratio is now at 24%, which would see rates contract from 2023, as new ships entered the fleet, Cleaves estimated.

MARKETS:

Klaveness sells boxship quartet for three times 2019 value

OSLO-based Torvald Klaveness has sold four vessels for around \$120m, which is nearly three times their value just two years ago, setting fresh records in the container market for second-hand tonnage.

They are the 2013-built, 2,500 teu boxships *Banak* (IMO: 9504607), *Balao* (IMO: 9603594), *Balsa* (IMO: 9603611) and *Ballenita* (IMO: 9603609), according to shipbroker reports.

They are operated by Klaveness Ship Management, data from Lloyd's List Intelligence show, and were valued at about \$9m-\$10m each in 2019, shipbrokers estimate.

Torvald Klaveness has been approached for comment.

The sales reduce the company's fleet of containerships to two 2004-built vessels.

Second-hand boxship prices have surged in tandem with charter rates, igniting a sale-and-purchase buying spree. Supply chain congestion, combined with surging trade volumes, has driven year-to-date demand growth of up to 45% on routes to North America from Asia.

Demand growth is set to continue throughout 2022, keeping charter rates high, as lines scramble for smaller, feeder-sized vessels to offset delays and re-route boxes from busier trade arteries.

Slowing container demand growth poses risk to growing order book

THE current boom in container demand into the US is masking a slower growth pattern elsewhere that could see the spectre of overcapacity rearing its head again when markets normalise following the pandemic.

An analysis of the past week's figures from Container Trades Statistics by Sea-Intelligence shows that volume growth remains extremely strong on the transpacific trades to North America, but it significantly weakening elsewhere when viewed on a long-term basis.

Looked at from a global perspective, volume growth since 2019 has been largely as forecast had the pandemic not occurred.

Despite the 15% rise from last year's figures, the first four months of this year compared to two years ago showed only a moderate annualised growth of 3%, and by May had fallen to just 0.5%.

"In other words, from a global demand perspective, the reality is that global demand has gone from showing very normal structural growth to almost stagnating in May," said Sea-Intelligence chief executive Alan Murphy.

While the May figure could simply be a seasonal fluctuation, it is clear that what growth there is in volumes is being driven by US consumption.

Two 3,768 teu boxships built in 2007 — *Dong Cheng Bi Hai* (IMO: 9315343) and *Dong Cheng Hao Hai* (IMO: 9315355) — were bought for around \$45m each, also very high prices for vessels that would have changed hands for less than one third of that more than a year ago.

Soaring charter rates are driving the higher values.

CMA CGM chartered a 2003-built boxship with the same teu capacity as the four Klaveness vessels for three years at \$31,000 earlier this month.

Singapore-based VASI Shipping agreed to pay \$90,000 per day to take a 2,800 teu vessel for 45 days, brokers also reported this week.

The 18-year-old *Spil Niken* (IMO 9273947) is owned by Indonesia's SPIL Line and deployed currently on Indonesia-Vietnam trades.

Even though the growth is well below the headline 40% when compared with the past year, over a two-year period it has seen a 10% annualised growth for the past six months.

"Even under normal circumstances, this would place the US port and hinterland infrastructure under severe pressure and is a key component in understanding the bottleneck effects plaguing not only the ports, but also the inland parts of the logistics chain," said Mr Murphy. "There are not strong signs of this abating."

In markets such as the Middle East and India, however, the rate of growth had slowed significantly, even when accounting for the boom following the pandemic-driven slowdown in the past year.

And in Europe, where the 15% annual growth figure looks impressive, the longer view shows no growth.

"Following a slight uptick in the beginning of the year, the structural growth rate versus 2019 is declining and European imports are indeed stagnating," Mr Murphy said. This will be a cause of "potential concern" for the post-pandemic recovery, he added.

"In the months before the pandemic, we had seen global demand growth trend towards stagnation. This pattern was disrupted first by the pandemic

slump and then the sharp acceleration to get demand back to normal. Now it appears that — from a global perspective — we may be tracking back to a stagnation level.”

If this did turn out to be a persistent trend, there was a risk that carriers would be unable to absorb the large amount of capacity that will be entering the market from 2023 following the ordering spree of the past nine months.

“The orderly introduction of those is contingent upon the normal trend-like growth of around

3% in the global market,” said Mr Murphy.

Figures from Clarksons show that the boxship order book tally is now 572 vessels comprising 4.9m teu, or 20% of existing fleet capacity.

“Given the amount of capacity available globally in 2019, combined with these demand growth rates, there is ample capacity to handle the global demand presently,” he said. “If the market is stagnating from the perspective of global demand, this will be problematic in the light of the increasing order book.”

IN OTHER NEWS:

Prokopiou bulk carrier damaged in Zodiac boxship collision

AN investigation is underway to determine the cause of a collision between a bulk carrier owned George Prokopiou's Sea Traders and a Zodiac Maritime-owned containership in the Malacca Strait on Sunday.

The UK-flagged, 2021-built, 15,000-teu *Zephyr Lumos* (IMO: 9864227) collided with the Malta-flagged, 2010-built, 76,000-dwt *Galapagos* (IMO: 9473169) halfway between Singapore and Port Dickson at 1250 hrs (UTC time) on July 10, according to Lloyd's List Intelligence casualty reporting.

Photographs on Twitter show the *Galapagos* hull was breached, while the *Zephyr Lumos* had scrapes to its prow just above the waterline. No crew on either vessel were injured.

Green shipping tops the agenda of maritime summit in London

THE Global Maritime Forum has said it plans to hold its first in-person conference in London since the beginning of the coronavirus pandemic.

The Annual Summit meeting will be held in October with the aim of finding solutions for challenges facing the industry.

The international non-governmental organisation said the summit's biggest issues will be the decarbonisation of shipping and the wellbeing and diversity of the workforce. It is expected to attract 200 senior industry leaders, the forum said.

China Merchants offloads non-eco designed VLCC

CHINA Merchants Energy Shipping, which is part of state conglomerate China Merchants Group, has sold another very large crude carrier.

The 2004-built, 299,000 dwt *New Century* (IMO: 9288083) was sold to a company named Lucky Clover Ltd for about Yuan196.9m (\$30.4m), according to a stock filing by the Shanghai-listed company.

The buyer is registered in the Marshall Islands and was established in 2021.

Fire-damaged MSC vessel being repaired in Singapore

LIBERIA-flagged containership *MSC Messina* has arrived in Singapore for repairs after being damaged by fire in the Bay of Bengal.

The 2,479 teu vessel (IMO: 9074042) reached Singapore in recent days and has discharged

the containers on board before entering the shipyard, a statement from the Maritime and Port Authority of Singapore said.

The body of a deceased crew member was repatriated to his country of domicile.

Standard Chartered closes \$584m newbuild financing with HMM

STANDARD Chartered has closed a \$584m senior secured facility with HMM to fund eight 16,000 teu newbuilding containerships.

The financing was guaranteed by the state-owned Korea Ocean Business Corp, which was established by the South Korean government to support the country's shipping and shipbuilding industries.

“This transaction marked one of Standard Chartered's largest bilateral shipping finance transaction, where the bank acted as the sole mandated lead arranger, sole lender, account bank, facility agent and security agent,” said the bank in a release.

UK cuts maritime trade fair grants

MARITIME trade groups have objected to UK government plans to end a scheme that helps businesses win overseas trade.

The Department for International Trade has warned businesses it will scrap the the Tradeshow Access Programme, which provides grants to help businesses exhibit at trade shows.

Maritime UK, British Marine and the Society of Maritime Industries described the move as a “retrograde and short-sighted step for British exporters, especially small and medium size enterprises”.

Unipec retains position as largest dirty tanker spot charterer

CHINA'S state-run Unipec, the oil trading arm of China Petroleum & Chemical Corp, retained the top spot in Poten & Partners' rankings of the largest dirty spot charterers for the first half of 2021.

Unipec practically dominated the market, with 453 reported fixtures representing 100.6m tonnes of cargo, which is almost equal to the next five charterers combined – Shell, Vitol, BP, Exxonmobil and Indian Oil corporation.

However, at 327 fixtures, Unipec, which was established to manage the global oil trading requirements of Chinese oil majors, recorded slightly fewer very large crude carrier spot fixtures as compared with 341 for the same period last year, Poten's Erik Broekhuizen noted in its weekly report.

X-Press Feeders makes first compensation payment

X-PRESS Feeders and its insurers have made an initial payment of \$3.6m to the government of Sri

Lanka as a compensation for those affected by the loss of *X-Press Pearl* (IMO: 9875343), which remains semi-submerged of the coast of Colombo.

“We continue to contribute to the clean-up and pollution mitigation efforts, having flown in additional oil spill response assets on a chartered flight from Malaysia in response to a request from the UN-EU team in Colombo,” the company said in an incident update.

Salvors remain on station at the wreck site to monitor the vessel for any debris or spills, and representatives of International Tanker Owners Pollution Federation and Oil Spill Response are monitoring updates from the site.

Classified notices follow



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ELECTRICITY ACT 1989 (AS AMENDED)
**THE ELECTRICITY GENERATING STATIONS (APPLICATIONS FOR VARIATION OF
CONSENT) (SCOTLAND) REGULATIONS 2013 (AS AMENDED)**
MARINE AND COASTAL ACCESS ACT 2009

Notice is hereby given that Moray Offshore Windfarm (West) Limited, registered under company registration 10515140 at Octagon Point, 5 Cheapside, London EC2V 6AA, has applied to the Scottish Ministers to vary the consent granted under section 36 of the Electricity Act 1989 on 14 June 2019, to construct and operate an offshore generating station known as Moray West Offshore Wind Farm, located on the Smith Bank in the Outer Moray Firth, approximately 22.5 km from the Caithness Coastline, with a total area of approximately 225 km² (central latitude and longitude co-ordinates: 58°5.827' N 3°0.417' W (WGS84)).

The application made under section 36C of the Electricity Act 1989, seeks to remove the maximum generating capacity and increase the width of the rotor blades from 6 metres to 6.6 metres under the existing consented scenario to construct 72 Wind Turbine Generator (WTG). No other amendments to physical parameters of the WTGs or associated infrastructure are being sought through this amendment.

The variation application and supporting information is available for review on the following websites:

<https://marine.gov.scot/ml/section-36-consent-variation-moray-west-offshore-windfarm-moray-firth>

<https://www.moraywest.com/document-library>

Hard copies of the variation application and the supporting information can be obtained from Moray West free of charge.

<https://www.moraywest.com/contact-us>

info@moraywest.co.uk

Any representations should be made in writing by email to MS.MarineRenewables@gov.scot or by post to The Scottish Government, Marine Scotland Licensing Operations Team, Marine Laboratory, 375 Victoria Road, Aberdeen, AB11 9DB, identifying the proposal and specifying grounds for objection or support, not later than **25 August 2021**, although the Scottish Ministers may consider representations received after this date. Representations should be dated and should clearly state the name (in block capitals) and the full return email or postal address of those making representation.

Where the Scottish Ministers decide to exercise their discretion to do so the Scottish Ministers shall cause a Public Local Inquiry (PLI) to be held.

Following receipt of all views and representations, the Scottish Ministers will determine the application for consent in one of two ways:

- Consent to the variation application, with or without conditions attached; or
- Reject the variation application.

If consent is granted for the variation application, the Scottish Ministers will consider exercising their discretion to vary the marine licence granted in respect of the offshore generating station on 14 June 2019. The variation would revise the description in Paragraph 2.1 of the marine licence to reflect the changes proposed by the variation application.

The Scottish Ministers would consider the variation of the marine licence in terms of section 72(3)(d) of the Marine and Coastal Access Act 2009 to ensure that the marine licence and consent granted under section 36 of the Electricity Act 1989 (as amended) are consistent. Any representations in relation to the potential marine licence variation should be submitted to the MS-LOT in the same manner as described above relative to representations in respect of the variation application and within the same timeframe.

Fair Processing Notice

The Scottish Government's Marine Scotland Licensing Operations Team ("MS-LOT") determine applications for marine licences under the Marine (Scotland) Act 2010, the Marine and Coastal Act 2009 and section 36 consents under The Electricity Act 1989 (as amended). During the consultation process any person having an interest in the outcome of the application may make a representation to MS-LOT. The representation may contain personal information, for example a name or address. This representation will only be used for the purpose of determining an application and will be stored securely in the Scottish Government's official corporate record. Representations will be shared with the applicant and/or agent acting on behalf of the applicant, any people or organisations that we consult in relation to the application, the Directorate of Planning and Environmental Appeals should the Scottish Ministers call a PLI and, where necessary, be published online, however personal information will be removed before sharing or publishing.

A full privacy notice can be found at: <https://www.gov.scot/policies/marine-and-fisheries-licensing/marine-licensing-operations-team-privacy-notice/>. If you are unable to access this, or you have any queries or concerns about how your personal information will be handled, contact MS-LOT at: ms.marinerenewables@gov.scot or Marine Scotland - Licensing Operations Team, Marine Laboratory, 375 Victoria Road, Aberdeen, AB11 9DB.



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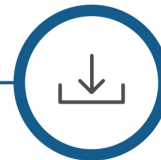
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