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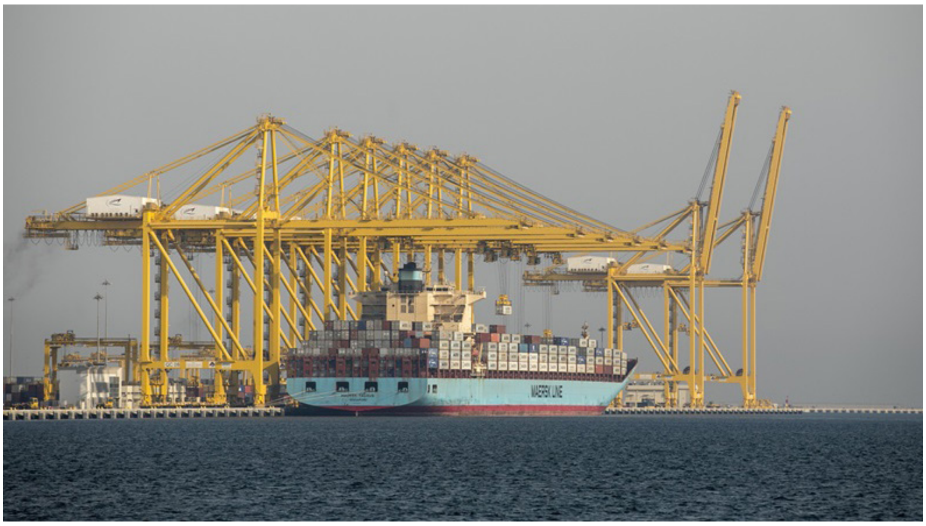
Qatar goes it alone with diversification plans



THE BLOCKADE OF Qatar by several Middle East nations in 2017 shook up the region and provided an unexpected shock to the country's economy.

But two years on, and with no resolution to the dispute, Qatar is seeking to diversify its economy and allow itself to develop without the support of some of its larger and wealthier neighbours.

Speaking at the Qatar Trade Summit in Doha, Qatar Financial Centre chief executive Yousuf Al-Jaida said that Qatar had succeeded in mitigating the financial impacts of the geopolitical challenges it faced.

"Qatar's National Vision 2030 places great emphasis on diversification and on the development of the private sector," he said. "The country has taken major strides that are shaping the nation's reputation as a gateway for the greater Middle East/North Africa region."

Qatar remains the world's largest exporter of natural gas but is also seeking to diversify its economy beyond energy.

"Attracting foreign firms to Qatar that are equipped with investments, knowledge and expertise to aid our economic diversification efforts is a core mandate for the QFC," said Mr Al-Jaida.

With the economy forecast to grow 2.8% in 2019 and close to 3% in 2020, Qatar is on track, but more could be done to attract the small and medium enterprises that the country needs, said Fabian Engels, head of the global shipping practice at investment consultancy Roland Berger.

Hammad Port, which opened in 2016 and which is expanding with a second container terminal, was supporting efforts to diversify, along with free zones at both the seaport and airport.

"But Qatar is still not tapping its full potential," said Dr Engels.

"If we look at the logistics performance index issued by the World Bank, Qatar is ranking around 30. If Qatar wants to be a regional leader, it has to elevate up to a position in the top 10."

A second element was the cost of logistics, he added.

"If you want to have a competitive SME sector, you have to have competitive logistics costs."

A benchmarking study conducted by Roland Berger looking at 20 port pairings between Qatar and its main import and export destinations found that logistics costs were 50% to 60% higher than the best-performing countries in the region.

"One of the reasons behind that is economies of scale," Dr Engels said. "If you have bigger vessels calling at Hammad Port, you will have lower shipping costs."

But having bigger ship calls required higher volumes. Following the blockade, a study of 300 SMEs in Qatar showed that 90% had seen revenues fall because of the embargo.

But while the blockade could not be influenced, there were initiatives Qatar could take, particularly in enhancing standalone efficiencies.

"Every single player across the value chain in Qatar has to work on efficiency," he said.

More transparency on costs, possibly through the introduction of a local freight index, would also help Qatari companies better assess freight costs, he said.

Digitalisation and integrated tracking would also make Qatar's logistics sector more effective.

"If you want to be more efficient across the value chain, you want to avoid waiting times at the port," Dr Engels said. "This means more visibility of the interlink between shipping company, port authority and terminal operators."

Part of this could include providing customs preclearance. For example, in countries such as Singapore, up to 99% of all customs are precleared and do not have to be done manually, making the process much faster.

But to really bring about the economies of scale, Qatar needed to attract more businesses, Dr Engels said.

"That is where the free zones come into the game," he said. "These play a vital role in attracting certain business segments, creating more value and driving down the logistics costs."

The challenge for Qatar was to bring together the relevant parties to drive down the costs.

"We need one concerted effort across all major players."

WHAT TO WATCH

Greece urges IMO to consider delaying sulphur cap

IMPLEMENTATION of the 2020 sulphur cap should be delayed to resolve key outstanding issues, including the potential for fatal accidents.

Speaking less than 40 days before the regulation comes into effect, Greek shipping minister George Plakiotakis urged the International Maritime Organization and its member states to take a "brave stance".

"I urge the IMO Assembly and the member states to take this brave stance on this issue and consider the delay potentially of the implementation of the regulation until we find the right solutions," the minister said during a speech at the IMO Assembly meeting in London on Monday.

"The IMO has the means and the experience to do this. But it must also have the will to do it."

Mr Plakiotakis said more time was needed for a thorough assessment of the safety implications that the new regulations would create for vessels and crews.

He said that despite the general perception that the 0.5% sulphur cap was a done deal, the fact that IMO bodies continued to discuss it showed there were still concerns that have not been addressed, including low-sulphur fuel availability, compatibility and safety.

IMO committees are examining ways to enhance regulation, but this is primarily through bolstering data collection.

A wider criticism of the regulation has been that ships and crews will be forced to use widely untested fuels with mostly unknown implications. But most industry bodies and the IMO believe that with sufficient preparation operators can mitigate the potential for complications.

Mr Plakiotakis' statements echo the sentiments of the Union of Greek Shipowners, which has long expressed concerns with the regulation.

Intercargo, the leading dry cargo shipping association, has also often criticised the 2020 sulphur cap.

Mr Plakiotakis said he feared that if the global community did not address these concerns, the world would witness disruptions to global trade and even fatal incidents at sea.

The minister did not clarify how this potential delay in the implementation of the regulation could happen or would be co-ordinated at this stage, just a month before it comes into effect.

Mr Plakiotakis also said Greece was putting into effect a regulation that penalises fuel suppliers that are not compliant with IMO regulations. He urged other governments to do the same.

A spokesperson for Mr Plakiotakis did not immediately respond to calls from Lloyd's List.

An IMO spokesperson told Lloyd's List that any postponement or delay to the January 1 implementation of the new limit was not feasible procedurally or legally.

Seaspan's $750m acquisition: Diversification or diversion?

HAVING unveiled the takeover of APR Energy last week, Seaspan chairman David Sokol wanted the new entity, named Atlas Corp, to be known as an infrastructure investment company rather than a pure shipping player, *writes Cichen Shen*.

He and his top management told investors in a Friday presentation that the two segments would advance shoulder to shoulder in future.

The questions should be whether the US-listed boxship owner is diverting its capital into an industry deemed much more promising.

"Capital allocation" was the key phrase that ran throughout the investor meeting and sums up Seaspan's strategic move. It means a firm's management seeks to allocate its capital in the most effective way to maximise returns for shareholders.

Mr Sokol said he wanted "long-term rate of return that is exciting and predictable".

Today, however, the prospects for boxship owning business seem to have been increasingly challenged by geopolitical and regulatory uncertainties.

Chief executive Bing Chen told the audience that Seaspan had started a year ago to provide carriers with index-linked contracts to secure more long-term charters. Such contracts remained a small portion of the company's business, but the demand was rising, he added.

It is an innovative method to increase fixed-term employment for Seaspan's fleet, in Mr Chen's view. On the flip side, the floating rates reduce the predictability of the owner's future cash inflows.

The compromise in part shows enhanced bargaining power of carriers that have been consolidated. It also shows the slack market demand — or at least the cloudy market outlook — despite a decline in vessel orderbook.

At the recent Asian Logistics and Maritime Conference, World Trade Organisation economist Coleman Nee warned of the deteriorating correlation between economic and trade growth amid record-high restrictive trade measures.

Seaspan's management also noted that its sector was now at a stage of "maturity", where the ratio of seaborne container trade growth to gross domestic product growth has dropped to 1-2 times (or even below 1) compared to 2-6 times before 2012.

But an additional challenge they did not mention was the growing competition facing the company from Chinese leasing houses, which have, over the past half-decade, established good business relationships with many of Seaspan's carrier clients, including Maersk and Mediterranean Shipping Co.

The Hong Kong-headquartered company is certainly still a formidable player in providing operating leases. But their rivals from China are grabbing the heights of funding costs.

The topnotch lessors backed by large Chinese banks enjoy investment grade credit rating, a goal that Seaspan is pursuing.

What was also skipped during the Friday session and is perhaps more important, is the impact of shipping's 2050 decarbonisation target.

The management contented that "containerships are integral infrastructure for global trade", partly because they are long-lived assets with a 30-year life cycle.

It is true provided the ships are compliant.

The average age of vessels in Seapan's operating fleet is about six years. There is a big question mark over how many of these tonnages burning fossil fuels will be able to sail into 2040, at a time when rules to decarbonise shipping can become much stricter — a move by the International Maritime Organization or regional regulators such as the European Commission.

Will the vessels require big modifications to achieve various efficiency targets? Or will it make more sense to scrap them earlier and order new ones? And bear in mind that the carbon-neural technologies and fuels for new ships are not yet available. There are many complicated investment decisions need to be made.

When Seaspan emerged onto the international scene in 2002, the Vancouver-based company made an instant impression by ordering the world's first 8,000 teu containerships.

Part of the Washington Group, Seaspan brought a new business model to the container shipping industry, by only contracting newbuildings on the back of firm long-term charter commitments from bluechip ocean carriers, and went from strength to strength until it became the world's largest containership tonnage provider.

This formula worked well until South Korea's Hanjin Shipping went bankrupt in 2016, leaving Seaspan with a big hole in its finances and question marks over its focus on a single business sector.

The investment in the energy business may well brighten the prospects of Seaspan's share value and return on capital. But the murky landscape in shipping, including liner shipping, suggests it is too early for the company to lay claim to a key infrastructure of global trade with its existing fleet.

OPINION

The Consortia BER: Resurrection by denial

QUESTION: What is denial? Answer: It's a river in Egypt. Recently it emerged that denial may also refer to a cruciform building in Brussels, *writes August Braakman*, a Rotterdam-based Dutch lawyer specialising in Dutch and European competition law.

Last week, the European Commission announced its intention to prolong the Consortia BER for another four years until April 25, 2024, without adding any further conditions or modifications to the current regulation. Interested parties have until January 2, 2020, to submit their views.

This announcement demonstrates the commission believes the conditions that prevailed in 2009 and laid the basis for determining the scope and content of the current regulation have remained sufficiently similar for its application to be extended.

This point of view completely denies the developments in the area of big data and the ensuing business intelligence and analytics (BI&A) systems, which have fundamentally changed the conditions of competition, applicable in 2009 on the market of containerised liner shipping services. These developments have a huge impact on the proper assessment and neutralisation of antitrust issues on this market, particularly in the following areas:

(i) scope: the market has undeniably become a global market; (ii) structure: the ever-increasing use of the digital technology and formation of companies like TradeLens and DCSA, which fully rely on the use of such technology; (iii) dominance: TradeLens provides a platform connecting all actors that implement a stage in the services a line offers. More than 100 players have joined, 53 of who are terminals, while another 30 are in the process of joining. TradeLens is a profit-orientated company, 51% owned by Maersk and 49% by IBM. Its goal is to "become a new source of income", said Maersk chief executive Søren Skou on August 15.

The majority of big carriers are on board. Currently, a capacity has been committed to TradeLens equivalent to more than a third of the global capacity. Companies, regardless whether they are active on the deepsea or on the land leg of the route, can be forced to join the platform.

"If they want to do business with us they have to supply data," added Mr Skou.

The tools the commission possesses for measuring, evaluating and neutralising anti-competitive conduct were formulated in an era when big data and BI&A systems were still a future vision. These tools are far from being sufficiently adequate and effective for dealing with antitrust concerns emanating from these phenomena.

Therefore, it would seem impossible to assume to a sufficient degree of certainty that the anti-competitive effects of big data and BI&A systems remain within the confines of conditions for exemption of the cartel prohibition as determined by the current Consortia BER. This is particularly pertinent, as these effects should be assessed from both a technical and a legal perspective.

While assessing the antitrust implications of prolongation of the Consortia BER in its current version, some consideration should also be given to the announcement of MSC on November 18 of Mr Søren Toft as the company's new chief executive of the container and logistics business.

Until that date Mr Toft occupied the functions of executive vice-president of AP Moller-Maersk and chief operating officer, chairman of Maersk Container Industry and board member of Hamburg Süd Advisory Board. In these capacities, Mr Toft was privy to Maersk's most-sensitive and closely guarded technical and strategic secrets. He was moreover responsible for the further development of these technical secrets and for devising a strategy for Maersk's container services based on these developments.

In view of the functions Mr Toft occupied, it would seem logical that his employment contract with Maersk provided for a non-compete clause. MSC's announcement indicates that Mr Toft will commence his responsibilities shortly. This would imply that Maersk has waived its rights under the non-compete clause. The question then is whether such a waiver would raise EU antitrust concerns.

The litmus test is whether the knowledge of Maersk's technical and strategic secrets acquired by Mr Toft while being employed by that company, would make it possible for him to foresee, to a sufficient degree of probability, future developments that may have an influence, either direct or indirect, actual or potential, on the pattern of trade between

Member states, thus forming a sufficient basis for concerting the market conduct of MSC's container unit with the conduct of other lines — for example with Maersk within the framework of the 2M Alliance — thereby substituting practical co-operation for competition and the risks this entails.

The prolongation of the Consortia BER in its current version, together with the absence of tools sufficiently adequate and effective for measuring, evaluating and neutralising the anti-competitive effects generated by big data and BI&A systems, would seem to considerably facilitate the implementation of such a scenario.

According to settled case law, anti-competitive issues must be properly substantiated with relevant and sound facts and circumstances in order for them to be legally enforceable. In case proper substantiation can be offered, the commission is obliged to take action. Such action does not necessarily require the anti-competitive effects to have actually occurred; it is sufficient for them to appear likely in the near future.

Considering the above, I take the view that denial of the impact of big data and BI&A systems on the competitive environment of containerised liner shipping services caused by a decision on prolongation of the Consortia BER in its current version, would open the door to a serious degree of imperfect competition.

As a result, such decision may well turn this technology into a curse rather than a blessing coming to the maritime industry. This is something the EU cannot afford. Thus community action is called for.

ANALYSIS

Vietnam no substitute for China on the eastbound transpacific container route

VIETNAM has seen increasing numbers of transpacific calls this year, but consultant Drewry thinks it will be a long time before the Southeast Asian nation makes up for lost cargoes from China.

Despite some "robust growth" out of Southeast Asia, Drewry said the eastbound transpacific container market will "very likely end the year with lower volumes for the first time since 2009".

It said the US-China trade dispute appears to have "sucked the life out of the trade, beyond which even the very evident trade substitution could not hope to cover".

Eastbound trade from Asia to the US was flat after 10 months of the year and given the tough comparison to the final two months of 2018, an annual deficit seems "inevitable".

Drewry says the shortfall is "entirely driven" by the stagnation of volumes out of North Asia, particularly China, which saw volumes slide by 5% year-to-date, while growth out of Southeast Asia was a "buoyant" 27% to the end of October.

"Clearly, a sizeable number of cargo owners have sought a safe haven from the ongoing tariff uncertainty by relocating some of their production," Drewry said.

It cites customs data that "heavily implies" that Vietnam is the preferred choice so far, having seen a rise of 35% in its total exports to the US in the first nine months of the year — more than any other trading partner.

Still, as impressive as Vietnam's numbers are, Drewry said "no one should jump to the conclusion that the country is a ready-made exporting replacement for China".

Even after the events of the last two years, China's share of US total imports — in dollar value — was 18% after nine months of this year, down by around 3 percentage points on the same period in 2018.

That still put China "far in excess of the combined 7% share of the supposed pretenders to its export crown Vietnam, Malaysia, Thailand, Indonesia and the Philippines".

The sheer scale of China's export machine means that it will retain its dominant position for the foreseeable future, although it seems likely that it will "gradually diminish".

Drewry said switching locations of production is not something done lightly and that cargo owners must weigh myriad factors, including local labour costs and skills, infrastructure, proximity to demand as well as political and legal stability, that all vary in importance depending on the industry.

Adding to the complexity, having identified a new location, there can be no guarantees that the new production countries will not find themselves being targeted by future tariffs.

"It is a costly endeavour with no safety assurances," Drewry said.

As of October, Drewry's research shows that there were only 13 weekly transpacific services calling Vietnam, one more than the same month last year but still "well below" the 60 loops serving various Chinese ports.

As demand grows so "surely will the number of services", Drewry said, adding, however, that "current infrastructure constraints will limit the possible expansion in the short to medium term".

MARKETS

Qatar announces 64% boost in LNG production capacity

QATAR plans to boost the liquefied natural gas production capacity at its North Field by 64% during the next seven years despite many other new LNG developments around the world, potentially depressing prices.

Qatar Petroleum said it expects capacity to rise to 126m tonnes a year by 2027 from the current 77m tonnes a year, as it begins engineering work on two "mega trains" and steps up an ambitious expansion plan at the North Field.

Qatar Petroleum chief executive Saad Al-Kaabi, who also serves as Qatar's energy minister, said new studies have boosted the country's reserves in the North Field, enabling a new LNG facility.

"Studies and well tests have also confirmed the ability to produce large quantities of gas from this new sector of the North Field," he said, noting that the field's productive layers extend into Qatar, avoiding any potential dispute with Iran, which calls the field South Pars.

"These results will also enable us to immediately commence the necessary engineering work for two additional LNG mega trains with a combined annual capacity of 16m tonnes a year," said Mr Al-Kaabi.

"This will raise Qatar's LNG production from currently 77m tonnes to 126m tonnes per annum by 2027, representing an increase of about 64%," he said.

Although Qatar is facing increased competition from other exporters of LNG, Mr Kaabi recently said he was unconcerned by the price outlook given Qatar Petroleum's position as a low-cost producer of gas.

He told S&P Global Platts that demand for gas will last a long time and that Qatar can outlast the competition because it has such low production costs.

"Demand for gas is going to be there for a long time," he said. "The issue is that if the price is so low it will force the higher-cost producers to shut down."

"We want to be at the lowest end of that scale, so no matter what happens we will always have a market that will give us a margin and we can make money because of our lower costs. So we do not worry about low gas prices."

Qatar's announcement comes as major new LNG projects are planned in Canada, Mozambique, Russia and the US where, just last week, regulators approved four additional LNG projects with a total capacity of 45m tonnes a year over the next few years.

IN OTHER NEWS

Navios duo to expand with 16 vessels

TWO core publicly-listed companies of Navios Group are adding five ships apiece to their owned fleets as the Angeliki Frangou-led group moves to cash in on Navios Europe I, which is being liquidated.

Navios Europe I was set up in 2013 as the first of two separate vehicles to house distressed vessels bankrolled by HSH Nordbank.

The 10-ship joint venture was 47.5% owned by Navios Maritime Holdings and 47.5% by tanker arm Navios Maritime Acquisition, with the remaining 5% held by Navios Maritime Partners. But Navios Holdings sold certain Navios Europe I loans to Navios Partners back in 2017.

NYK Line and Pertamina form LNG tie-up

JAPAN'S NYK Line and Indonesia's state-owned Pertamina are looking to jointly own and manage a fleet of liquefied natural gas carriers.

The Japanese shipping line and Pertamina's shipping arm signed an agreement last Wednesday calling for both parties to collaborate on addressing energy shipping needs, particularly for LNG in Indonesia.

Detailed discussions are underway on a joint business, involving the ownership and management of LNG carriers as exclusive partners, according to a joint statement.

American Club will contest Munich Re conspiracy action

A CLAIM that the American Club conspired with Greek shipowner brothers Stathis and George Gourdomichalis to abandon a vessel rather than face a substantial claim is groundless and will be vigorously contested, the marine mutual's head Joe Hughes has said.

The International Group affiliate said it will consider formally countering what he described as the falsehoods contained in the claim, albeit in due course rather than immediately, he added.

The development comes after the Gourdomichalis brothers confirmed last week that they also intend to contest the $18.5m suit.

Gunvor set to double offtake from Commonwealth LNG

TRADING house Gunvor is looking to double the volume of cargoes it will take from the planned Commonwealth liquefied natural gas export project in the US state of Louisiana.

Gunvor has penned a binding LNG offtake agreement with the owners of Commonwealth LNG, committing to a maximum of 3m tonnes of offtake annually, according to a statement.

An agreement was announced five months ago after a preliminary deal was signed between the same counterparties initially for 1.5m tonnes of LNG offtake per year.

India commissions new iron ore terminal at Paradip port

PARADIP port on the east coast of India has launched a new iron ore terminal with a capacity of 18m tonnes per annum.

The 370-metre-long terminal has been developed to handle capesize vessels for iron ore and pellet exports and can load at a rate of 100,000 tonnes per day.

The high load rate is expected to significantly reduce the pre-berthing delays at Paradip as well as allow incremental cargo flow for the port which is all set to be the largest port in the country, JSW infrastructure, the private port company commissioning the terminal said.

Shippers demand end to secret agreements between container lines

REPRESENTATIVES of shippers in the Netherlands have called for an end to secret agreements between container lines.

The Dutch association Evofenedex said it was "undesirable that there can be an exception to European competition rules, while the underlying agreements between containershipping companies are not public".

It was responding to the European Commission decision to extend its exemption for container liner shipping companies from the EU competition rules for a further four years following a long evaluation, allowing container lines to continue co-operating in the provision of services — a move that European freight forwarding representatives described as disappointing.

Classified notices

MARINE AND COASTAL ACCESS ACT 2009

MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2007

NOTICE OF APPLICATION FOR MORLAIS TIDAL STREAM DEMONSTATION PROJECT LOCATED TO THE WEST OF ANGLESEY

Notice is hereby given that **Menter Môn Morlais Limited** has applied to Natural Resources Wales ("NRW") for a marine licence to carry out a regulated activity under the Marine and Coastal Act 2009. The project requires EIA consent and is subject to the requirement for an environmental impact assessment ("EIA") under the Marine Works (Environmental Impact Assessment) Regulations 2007 ("the EIA Regulations"). An environmental statement has been prepared by the applicant.

The application is for a Tidal Stream Demonstration Project that will provide a consented tidal technology demonstration zone, specifically designed for the installation and commercial demonstration of multiple arrays of tidal energy devices up to an installed capacity of 240Megawatts. The offshore development area where proposed installation can be placed covers an area of 35km^2 to the west of Anglesey. The Project will include communal infrastructure for tidal technology developers which provides a shared route to a local grid connection via nine export cable tails, an onshore landfall substation, and an onshore electrical cable route to a grid connection via a grid connection substation.

Copies of the environmental statement and other documents required by the EIA Regulations are available for public inspection free of charge during normal office hours of 9am to 5pm at Cardiff Permitting Service, Natural Resources Wales, Cambria House, 29 Newport Rd, Cardiff CF24 0TP, also during normal office hours of 9am to 5pm, Monday to Friday at the Anglesey Business Centre, Isle of Anglesey County Council, Bryn Cefni Business Park, Llangefni, Anglesey LL77 7XA, 9.30am to 6pm Monday to Friday (9.30am to 1pm Wednesday) and from 9.30am to 12.30pm on Saturday at the Holyhead Library, Market Hall, Stanley Street, Holyhead, Anglesey LL65 1HH and 10am to 4pm Monday to Friday at Town Hall, Llangefni, Anglesey LL77 7LR for a period of **42** days from the date of this notice.

Copies of the environmental statement and the above documents can also be obtained online from https://naturalresources.wales/permits-and-permissions/permit-applications-consultations-and-decisions/current-consultations-marine-licence-applicantions/?lang=en or by emailing NRW at permittingconsultations@naturalresourceswales.gov.uk.

If printed copies of the above documents are requested, a charge not exceeding reasonable copying costs may be payable.

Any person wishing to make representations regarding the application and the environmental statement should do so by writing to NRW to the Permitting Service, Natural Resources Wales, Cambria House, 29 Newport Rd, Cardiff CF24 0TP or by email to marinelicensing@naturalresourceswales.gov.uk within **42** days of this notice. Representations should be dated and clearly state the name (in block capitals) and the full return email or postal address of the person making the representation.

Please quote reference number **ORML1938** in all correspondence.

Representations received from members of the public will be dealt with in accordance with Schedule 5 of the EIA Regulations. Copies of written representations received by NRW will be sent to the applicant and may also be made publicly available.

NRW is an appropriate authority under the EIA Regulations and has been delegated functions as the appropriate licensing authority by the Welsh Ministers for the purposes of Part 4 of the Marine and Coastal Access Act 2009. In determining the application, NRW may grant EIA consent for the project; grant EIA consent for the project with conditions attached; or, refuse EIA consent for the project.

DEDDF Y MÔR A MYNEDIAD I'R ARFORDIR 2009

RHEOLIADAU GWAITH MOROL (ASESU EFFEITHIAU AMGYLCHEDDOL) 2007

HYSBYSIAD O GAIS AR GYFER PROSIECT ARDDANGOS LLIF LLANW MORLAIS I'R GORLLEWIN O YNYS MÔN

Hysbysir drwy hyn fod **Menter Môn Morlais Limited** wedi cyflwyno cais i Cyfoeth Naturiol Cymru am drwydded forol i gynnal gweithgaredd a reoleiddir o dan Ddeddf y Môr a Mynediad i'r Arfordir 2009. Mae angen caniatâd asesu effeithiau amgylcheddol ar y prosiect ac mae'n destun gofyniad am asesiad o'r effeithiau amgylcheddol dan Reoliadau Gwaith Morol (Asesu Effeithiau Amgylcheddol) 2007 ("y Rheoliadau Asesu Effeithiau Amgylcheddol"). Mae'r ymgeisydd wedi paratoi datganiad amgylcheddol.

Mae'r cais ar gyfer Prosiect Arddangos Llif Llanw a fydd yn darparu parth arddangos technoleg lanwol cytunedig, wedi'i ddylunio'n benodol ar gyfer gosod ac arddangos ar raddfa fasnachol sawl aráe o ddyfeisiau ynni llanw â chapasiti gosodedig o hyd at 240 MW. Mae'r ardal ddatblygu yn y môr lle gellir lleoli'r gosodiad arfaethedig yn cwmpasu ardal o 35km^2 i'r gorllewin o Ynys Môn. Bydd y Prosiect yn cynnwys seilwaith cyffredin ar gyfer datblygwyr technoleg llanw, yn darparu llwybr a fydd yn cael ei rannu at gysylltiad grid lleol drwy naw chynffon cebl allgludo, is-orsaf glanfa ar y tir, a llwybr ceblau trydan ar y tir at gysylltiad drwy is-orsaf cysylltiad grid.

Mae copïau o'r datganiad amgylcheddol a dogfennau eraill sy'n ofynnol gan y Rheoliadau Asesu Effeithiau Amgylcheddol ar gael i'w harchwilio gan y cyhoedd am ddim yn ystod oriau swyddfa arferol rhwng 9am a 5pm yn Gwasanaeth Trwyddedu Caerdydd, Cyfoeth Naturiol Cymru, Tŷ Cambria, 29 Heol Casnewydd, Caerdydd CF24 0TP, hefyd yn ystod oriau swyddfa arferol rhwng 9yb a 5yp, dydd Llun i dydd Gwener yn Canolfan Busnes Môn, Parc Busnes Bryn Cefni, Llangefni, Ynys Môn LL77 7XA a rhwng 9.30yb a 6.00yp dydd Llun i dydd Gwener (9.30yb i 1yp d Mercher) a rhwng 9.30yb a 12.30yp dydd Sadwrn yn Llyfrgell Caergybi, Neuadd y Farchnad, Stryd Stanley, Caergybi, Ynys Môn LL65 1HH a rhwng 10yb a 4yp d Llun i d Gwener, Neuadd y Dref, Llangefni, Ynys Môn LL77 7LR am gyfnod o **42** o ddiwrnodau o ddyddiad yr hysbysiad hwn.

Gallwch hefyd gael copïau o'r datganiad amgylcheddol a'r dogfennau uchod ar-lein o https://naturalresources.wales/permits-and-permissions/permit-applications-consultations-and-decisions/current-consultations-marine-licence-applicantions/?lang=cy neu drwy e-bostio CNC yn permittingconsultations@cyfoethnaturiolcymru.gov.uk.

Os gofynnir am gopïau caled o'r dogfennau uchod, efallai y bydd rhaid talu costau copïo nad ydynt yn fwy na chostau copïo rhesymol.

Dylai unrhyw un sydd am gyflwyno sylwadau ynghylch y cais a'r datganiad amgylcheddol wneud hynny'n ysgrifenedig i Cyfoeth Naturiol Cymru trwy ysgrifennu at y Gwasanaeth Trwyddedu, Cyfoeth Naturiol Cymru, Tŷ Cambria, 29 Ffordd Casnewydd, Caerdydd, CF24 0TP, neu drwy e-bostio marinelicensing@cyfoethnaturiolcymru.gov.uk o fewn **42** o ddyddiadau o'r hysbysiad hwn. Dylai'r sylwadau fod wedi'u dyddio a nodi'n glir enw (mewn priflythrennau) a chyfeiriad e-bost neu gyfeiriad post llawn y sawl sy'n cyflwyno'r sylwadau.

Dyfynnwch gyfeirnod **ORML1938** yn eich holl ohebiaeth.

Eir i'r afael â sylwadau a dderbynnir gan aelodau'r cyhoedd yn unol ag Atodlen 5 y Rheoliadau Asesu Effeithiau Amgylcheddol. Caiff copïau o sylwadau ysgrifenedig a dderbynnir gan CNC eu hanfon at yr ymgeisydd ac efallai y byddant hefyd ar gael i'w gweld yn gyhoeddus.

Mae Cyfoeth Naturiol Cymru'n awdurdod priodol dan y Rheoliadau Asesu Effeithiau Amgylcheddol ac mae wedi derbyn swyddogaethau dirprwyedig fel yr awdurdod trwyddedu priodol gan Weinidogion Cymru at ddibenion Rhan 4 Deddf y Môr a Mynediad i'r Arfordir 2009. Wrth benderfynu ar y cais, efallai y bydd Cyfoeth Naturiol Cymru'n rhoi caniatâd ar gyfer y prosiect, yn rhoi caniatâd asesu effeithiau amgylcheddol ynghyd ag amodau, neu wrthod caniatâd asesu effeithiau amgylcheddol ar gyfer y prosiect.