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National Bank of Greece in talks to unload more shipping loans to Cross Ocean



NATIONAL BANK OF Greece is in talks about selling at least two more shipping loans to a private equity firm without the knowledge of the Greek clients, according to people familiar with the negotiations.

The disposals, which are part of the bank's efforts to rid itself of non-performing loans across various business sectors, are to be made on a sub-participation basis. That means the shipowners whose debt is being sold are likely to be unaware of the transactions.

They come in addition to the deal announced by NBG last week to sell a package of a dozen shipping loans to investment funds represented by Cross Ocean Partners.

Sub-participation under English law has been used in a number of shipping cases by banks, enabling them to unload loans from their books without anyone being aware of the change, apart from the two parties directly involved in the deal.

Consistent with the formula, the bank's name will remain on the loan agreements but the loans will have been legally transferred to Cross Ocean-linked funds.

An official at the bank declined to comment, saying there was an authorisation procedure required to discuss transactions.

Typically, sub-participation has been used to speed up loan sales and get around consent issues. Traditionally banks have had to request the borrower's consent to sell the loan or at least give them notice where clients are under an obligation not to unreasonably withhold consent.

According to insiders, NBG has no intention of withdrawing from shipping. One source told Lloyd's List that the bank has stepped up new lending to owners, although with regular repayments the overall size of the bank's portfolio has remained at about \$2bn.

Lloyd's List has been told that the bank currently is only in negotiations with one party about selling unwanted portions of the loan book.

At this stage, it remains unclear how many NBG shipping loans could potentially fall into this sub-participation category, or what happens to those that Cross Ocean rejects.

Earlier this year, the bank said it was considering selling a portfolio of about \$330m in shipping NPLs.

The first part of the process was completed last week, with NBG confirming a deal to sell loans with an aggregate value of €262m (\$288.5m).

That sale price is about 50% of the balance sheet value, but would only have a "marginal" impact on the bank's capital, NBG said.

The agreed portfolio comprises about a dozen individual loans, including some to coastal ferry operators, but the majority are said to relate to ocean-going dry bulk and tanker businesses.

The effective change of lender is likely to come as a

shock to shipowners, who would not have had any say in the transaction.

They can expect to face much stricter repayment demands than they have been used to from a relationship-oriented bank such as NBG.

One Greek owner is already suing a bank for alleged wrongful termination of its loan pursuant to a sub-participation sale from Royal Bank of Scotland to Bank of America Merrill Lynch. RBS had unloaded that loan in the context of its often-messy withdrawal from shipping.

The owner failed in the English courts to halt the sale earlier this year of the four year-old handysize Alkyon by NatWest Markets, the new name for RBS' corporate business.

However, it has contended all along that BAML, as sub-participant, was calling the shots and the case largely concerns what came after the sub-participation, rather than the loan transaction between the two banks.

In addition to BAML, the defendants in the case in Greece are the brokers who provided the valuation of the vessel that the lender relied on for payment demands.

A difference between that case and the NBG loans are that the Greek bank is selling NPLs, whereas the owner of Alkyon had been current with principal and interest repayments.

WHAT TO WATCH

Chinese ownership of foreign ports concerns are 'overstated'

FEARS about Chinese terminal operators taking a disproportionate market share beyond their own region have been overstated, according to Drewry senior analyst Neil Davidson.

The share of traffic by the three major Chinese port operators — Cosco, China Merchants and Hutchison — showed little evidence of a major shift into markets outside of China, Mr Davidson said in a webinar event.

"In the Asia region, Chinese terminal operators accounted for a quarter of all throughput in 2018, but their presence is far more limited in the rest of the world," he said.

The strongest positions were seen in Europe and Central America, but many of those investments are long-standing, especially those operated by Hutchison.

"To date, Chinese operators have yet to make significant inroads into what are often cited as target markets, particularly Africa and South America," Mr Davidson said.

Several factors were behind this, he added.

He claimed there had been disproportionate coverage of the activities of Chinese operators, which had given an inflated perception about how active Chinese companies were overseas.

But it was also difficult to find the right opportunities to acquire assets.

“Although Chinese operators are, as we have seen in the past, prepared to pay a premium for port assets, there are still other interested parties, such as the financial sector,” he said. “It is a competitive market and there are limits to what you can do.”

Although Chinese players had made some major acquisitions, the global container port market remained large, so it was inevitable that there would be many other investors active in the market, he said.

Moreover, Chinese activity had become more focused on its home markets.

“The Chinese government has recognised that there is some destructive competition and un-coordinated capacity expansion in a number of Chinese ports

and has instructed that they merge together to co-ordinate activities,” Mr Davidson said.

“So we’ve seen the coming together of much larger port groups in Chinese ports. There has been a lot of focus to get that sorted, which is bearing fruit.”

Overseas expansion would remain on the cards, but China’s Belt and Road Initiative was taking a lower profile than it had in the past, particularly in light of the trade war.

“The appetite for expansion is still there, but it will be selective and maybe not to the great extent that it was in the past five years,” Mr Davidson said.

“But it is still happening. There is a deal coming with China Merchants taking stakes in more of the CMA CGM terminals, for example, so where the right opportunity shows up, I think the appetite for further acquisitions will still be there.”

ANALYSIS

Supply chain braces for the next revolution

THE logistics sector faces a transition over the next five years as it moves towards so-called ‘Supply Chain 4.0’ which involves the application of technologies such as artificial intelligence, blockchain and Internet of Things.

“Over the past decade logistics has undergone tremendous change with digital transformation and new technologies,” said Fikret Ersoy, managing director of BDP International, a privately owned transport company.

“Digitalisation is a vital part of this change. And at this stage it is a matter of survival in our industry,” Mr Erskoy told the Qatar Trade Summit in Doha. “The idea is to place sensors in everything, create networks everywhere, automate anything that can be automated and analyse everything to significantly improve performance and streamline the processes.”

Logistics giant DHL is already using more and more digital technologies, according to Amado Diallo, the company’s Middle East and Africa chief executive.

DHL has three innovation centres around the world where it looks into emerging technologies in automation and digitalisation. These collaborate

with universities to identify upcoming trends and any potentially useful ones are given further analysis, then pilot trials.

The most successful of these are then rolled out as commercialised options.

“So far these have included robotic assistants in warehouses,” Mr Diallo said. “Another area of focus is artificial intelligence, which has been used in freight planning.”

Freight planning is emerging as one of the main value drivers for the digitalisation of logistics, through the use of predictive analysis and scenario planning.

“When we have global trade flows we have risk management tools to show, based on the volumes we are moving in specific markets, what the trend is for the following quarter,” Mr Diallo said. “It helps us and our customers predict what the next three months will look like.”

These tools include an airfreight delay planner that can make assumptions based on historical data matched to current events, such as the political disruption in Hong Kong, to determine potential delays.

The transactional nature of logistics lends itself to increased digitalisation, according to IBM programme manager Iqbal Khan.

“When we look at the supply chain we look at finance, documentation and the actual movement of the goods,” he said. “In relation to all of those, we are looking at technologies that can facilitate that, whether it be artificial intelligence, electronic reading of documents or blockchain. It is all about moving and securing the information that is around the movement and financing of goods.”

Mr Esroy added that because the supply chain is an ecosystem, there were certain drivers that had different requirements for digital transformation to help create more efficient supply chain processes.

“As shipping lines continue to offer integrated logistics solutions to their customers, in order to do

Top 10 flag states 2019

ALTHOUGH Panama leads our Top 10 flag states list for 2019 by about 53m gross tonnes, the difference between the second and third spots is some 8.8m gt, mainly due to the offshore sector’s tonnage.

01/ Rafael Cigarruista, Panama Maritime Authority

PANAMA remains at the top of the list, with the most tonnage and number of vessels registered with the flag, by a long stretch.

It has 225m gross tonnes registered, which is 53m gt ahead of the second place holder.

Panama has 9,367 vessels flying its flag, some 4,486 ships ahead of China, the next-biggest in terms of number of vessels.

It has 333m deadweight tonnes registered, well ahead of the rest of the list.

Rafael Cigarruista is the new general director of merchant marine at the Panama Maritime Authority, taking over the role from Fernando Solorzano in early July.

Mr Cigarruista, who is a former seafarer and marine casualty investigator, is working to build up the flag’s data collection in order to be more analytical.

It aims to improve the number of very serious casualty investigation reports that are published, while elevating the quality of the reports prepared and completed.

so they must make more effort with their digitalisation,” he said. “They do not yet have that capacity in their organisations so either they are going to buy this expertise from the market or they are going to outsource everything to technology developers.”

Whichever choice companies make to source the expertise, however, they will need to act soon, Mr Khan said.

“As technology grows and as new technologies emerge, you will see companies transform themselves with increasing speed,” he said. “It took 30 years from the creation of the internet to get to the first commercial deployment. But we already have commercial development of blockchain and it is only 11 years since the theory behind it was developed.”

He hopes the registry will be much more active on the topic and may present its findings to the International Maritime Organization in 2020

02 / Alfonso Castellero, Liberian International Ship & Corporate Registry

FOLLOWING the departure of chief executive Scott Bergeron earlier in the year, the Liberian registry adopted a new organisational structure, with the chief operating officer holding the top position.

Alfonso Castellero, who is effectively leading the flag, can boast leaping ahead of the Marshall Islands this year — by some 8.8m gross tonnes as of the end of October, according to Lloyd’s List Intelligence data.

He has been vocal in wanting a review of the IMO’s casualty code, and will take up the matter with the 174-member group if he has the backing of other flag states.

Mr Castellero, who is Panamanian and has a degree in naval engineering, spent about four years at sea, before becoming a casualty inspector.

He moved to the Liberian flag in 2014 after several years at the Panama Maritime Authority.

03 / William (Bill) Gallagher, IRI — Marshall Islands Registry

EVEN though the Marshall Islands has moved one place down in this year’s ranking versus 2018, its president William Gallagher, who will have been in the role for 20 years come January 1, says his biggest

achievement during his tenure has been breaking up the monopoly of the top two flags.

The Marshall Islands, which has 163m gt registered with it, has been jockeying with Liberia for the second and third positions for some years now, with offshore vessels the deciding factor. says Mr Gallagher, who is better known in the industry as Bill.

Quality remains at the core of the flag, stressed Mr Gallagher, who joined the registry at the age of 28. As an example, it has maintained the US Coast Guard's Qualship 21 status for 15 years in a row.

A highlight for the year was the Republic of the Marshall Islands being removed from the European Union's list of non-co-operative jurisdictions for tax purposes.

04 / Agnes Wong, Marine Department, Hong Kong

WHILE Hong Kong has maintained its ranking since last year as the fourth-largest flag by gross tonnes, at 128m gt, it has a new director of marine, Agnes Wong, who took over in mid-May from Maisie Cheng.

The large gap between its tonnage and that of Singapore, ranked fifth with almost 98m gt, will ensure it maintains its position over the coming year.

However, Hong Kong has 2,255 fewer vessels than its closest rival.

The growth has come from crude tanker and ore carrier segments, it said, adding it has maintained a high-quality standard of its fleet.

In order to enhance its services, it is setting up regional offices in London, Singapore and Shanghai in 2020 to offer "prompt and direct technical support" to its owners and operators.

Over the year, it has been involved in safety-related drills, including testing marine pollution responses.

05 / Quah Ley Hoon, Maritime and Port Authority of Singapore

AS with many of the top flags, the Maritime and Port Authority of Singapore has a new chief executive in the form of Quah Ley Hoon, who replaced Andrew Tan in January.

She has been actively engaging with the industry and has been speaking at several events through the year, including one on training.

Ms Hoon, who has thanked shipowners for allowing the flag to surpass 95m gt, is aiming to position the port and registry beyond 2020, by embracing digitalisation and new technologies such as LNG bunkering.

She has also been focusing on decarbonisation efforts and will reward owners and operators with green certificates.

Other initiatives include strengthening collaboration on cyber resilience and response.

06/ Ivan Sammut, Malta Ship Registry

THE Malta Ship Registry has grown exponentially to become the largest in Europe.

As of November 1, Malta had about 81m gt, with 2,637 vessels flying its flag.

Its general registrar Ivan Sammut — who has 20 years of experience in the international maritime industry — has, for the past nine years, been entrusted to regulate, control and administer all matters related to ship and yacht registration.

He has been overseeing the flag's technical performance with regards to safety and pollution prevention, and has been involved with seafarer training and employment.

Mr Sammut is also responsible for further consolidating Malta's position on the international maritime map.

In October, it opened a ship registry office in Greece to build on its history of success with Greek shipowners. Lloyd's List understands that Greek-owned tonnage accounts for about 40% of the fleet.

Earlier in the year, French container line CMA CGM is understood to have joined its ranks.

07 / Dwain Hutchinson, Bahamas Maritime Authority

BAHAMAS is the largest flag for the passengership/cruise sector, which aligns with Bahamas as a brand.

While the flag had slow growth this year, maintaining the same position as in 2018, it continued to attract and retain quality shipowners who share its values in terms of innovation and progressive thinking, its chief executive Capt Dwain Hutchinson said.

It also has a large presence in the tankers and gas sectors, and recently opened an office in Japan to maintain market share in Asia.

The flag, which has backing from the government of Bahamas, would like to grow but without having to compromise on its quality standards.

“Owners continue to have confidence in our expertise,” he said, adding that it received Qualship 21 for a seventh year and is ranked second in Paris MoU’s white list.

It had 24 detentions last year and, as of November 11, 2019, it had 22 — although four were successfully challenged, Capt Hutchinson said.

08 / Cao Desheng, China Maritime Safety Administration

THE Chinese flag has grown steadily throughout the year.

As of November 1, it had 58m gt on its books, up from 57m gt last year.

In terms of number of vessels, it saw a surge, with 4,881 vessels registered, the third-largest of the Top 10. That compares with 3,695 vessels in 2018.

The administration announced a new director in January, Cao Desheng, who has held various roles, including director of China Transport Telecommunications and Information Center and deputy director of the Waterway Transportation Bureau in the Ministry of Transport.

In September, Mr Desheng signed a memorandum of understanding with the Port Authority of Singapore to promote the bilateral use and recognition of electronic certificates in shipping.

09 / Agisilaos A. Anastasakos, Hellenic Coast Guard

GREECE is the second-biggest flag in Europe, with 40.3m gt, and 1,545 commercial vessels.

Despite an increasing Greek-owned fleet, the Greek registry, headed by director for shipping Agisilaos A. Anastasakos, has seen a steady decline.

Last year, it had 43m gt flying its flag, which was 5m gt lower than in 2017.

The drop was cited as “a concern” for the new government, which took office earlier in the year.

It aimed to “immediately” halt the flight of Greek-owned tonnage to other flags, such as Malta, which has managed to attain first place among EU flags. It only has half the tonnage of Malta, Lloyd’s List Intelligence data shows.

The country’s new shipping minister aims to offer a “friendlier” legal and tax regime for shipping companies to make Greece an attractive destination for other shipowners and managers.

10 / Norio Ishihara, Japanese Ministry of Land, Infrastructure, Transport and Tourism

ALTHOUGH Japan has grown in size, it maintains its ranking since last year at number 10 in the Top 10 list.

It has grown to almost 30m gt, up from 27m gt last year, according to Lloyd’s List Intelligence.

The most notable growth came from the number of vessels, which more than doubled to 3,846 this year from 1,717 in 2018.

Representing the Japan flag in our list is Norio Ishihara, director, inspection and measurement division, maritime bureau.

The Top 10 flag states ranking is based on gross tonnage data supplied by Lloyd’s List Intelligence. All vessel types above 500 gt are included in the data.

MARKETS

US tariffs on Brazilian steel may have minimal effect on dry bulk shipping

US TARIFFS on Brazilian and Argentinian steel, while sending negative signals on trade, may have a minimal impact on dry bulk shipping as the volumes transported are low in the overall market.

Brazil exported 13.9m tonnes of steel in 2018, according to the US Department of Commerce’s International Trade Administration. Of that, almost 6m tonnes was exported to the US, its biggest

market, according to the department's Global Steel Trade Monitor report.

Brazil's other markets include Turkey, at 900,000 tonnes, and Argentina, at 600,000 tonnes.

So far this year, Brazil exported about 4m tonnes to the US, which is close to its quota, according to shipping association BIMCO.

"It is negative when one head of state imposes tariffs like that on another country," said the group's chief shipping analyst Peter Sand.

This was a reference to a Twitter message posted by US President Donald Trump that read: "Brazil and Argentina have been presiding over a massive devaluation of their currencies, which is not good for our farmers. Therefore, effective immediately, I will restore the tariffs on all steel and aluminium that is shipped into the US from those countries."

"The Federal Reserve should likewise act so that countries, of which there are many, no longer take advantage of our strong dollar by further devaluing their currencies. This makes it very hard for our manufacturers and farmers to fairly export their goods."

Mr Sand said: "If the maximum volume impacted is 4m tonnes, that will have a minimal effect on dry bulk shipping." He added that for the overall market, the effect is muted.

The question is whether Brazil can find alternative outlets for its semi-finished steel.

Maritime Strategies International said Brazilian material may well find its way to regional partners, and perhaps also Europe, which means there would be no real impact on the bulker market.

According to BullPositions, the "immediate effect of the new, yet unspecified, tariffs on trade flows is likely to be negative for Brazilian steel slab exports

to the US and positive for domestic and tariff protected US steel producers".

Precious Shipping's chief executive Khalid Hashim however believes the news may actually be positive.

"Tariffs in and of themselves cannot destroy demand," he told Lloyd's List.

"The tariffed products will simply come from some other countries in a more inefficient way," he said, adding that this will increase tonne-miles as well as congestion in those alternate ports not used to this scale of exports.

That would result in reduced vessel supply, leading to an increase in freight rates.

In March 2018, the US imposed a 25% tariff on steel and 10% on aluminium, but later withdrew this, giving relief to some countries including Brazil.

"We see more protectionism in the world going forward," Mr Sand of BIMCO said. "There won't be an evaporation of these trade barriers and we'll face more of these obstacles in 2020, but it may bring opportunities."

Just as the US lost its soyabean and corn exports to China amid its tariff policies, South American countries such as Brazil and Argentina gained, with longer distances sailed, benefiting the dry bulk market.

According to BIMCO, all vessel sizes will largely remain in profitable territory through the rest of the year, but bunker costs in January 2020 will hit the bottom line.

Fleet growth of 4.1% is expected for 2019, with vessel deliveries amounting to 42m dwt contrasting with demolitions of just 7m dwt. But demand growth is "not capable of outstripping supply" leaving a challenging market for 2020 and beyond.

IN OTHER NEWS

Navig8 Chemical Tankers joins Odfjell pool

OSLO-listed Odfjell has secured four chemical tankers from Navig8 Chemical tankers join to its dedicated pool.

Navig8, whose fleet consists of 32 chemical tankers, will add four 25,000 dwt stainless steel chemical tankers to Odfjell's Chempool25 during the first quarter of 2020.

Odfjell operates the vessels in the pool, which following the Navig8 additions will be 19; 10 from Odfjell and five from Chemical Transportation Group.

CSSC and LR team up on marine decarbonisation research

China State Shipbuilding Corp and Lloyd's Register have agreed to form a new co-operation to develop clean and smart marine solutions.

A memorandum of understanding signed between the two parties during Marintec China 2019, will include research into zero-emission vessels for meeting shipping's 2050 decarbonisation target.

The partners would jointly establish a research centre in Shanghai to address new regulatory challenges and lead technological innovations, LR said in a release,

Shipbuilding executive cleared in US fraud case

PRIVINVEST, an Abu Dhabi-based shipbuilder, has welcomed the decision of a New York federal court to reject "baseless and misguided allegations" made by the US government in connection with maritime projects in Mozambique.

Jean Boustani, a salesman for Privinvest, was acquitted of three

counts of conspiracy to commit fraud and money laundering related to \$2bn of debt deals in Mozambique, a spokesman for the US Attorney's Office said.

Mr Boustani, who spent almost a year in prison, was found not guilty on charges of wire fraud, securities fraud and conspiracy to commit money laundering related to the debt raised to pay for contracts between Privinvest and the southern African nation.

DNV GL introduces class rules for using LPG as an alternative fuel

DNV GL has unveiled its new set of rules in relation to burning liquefied petroleum gas as an alternative fuel as the maritime industry looks to reduce emissions and work towards the International Maritime Organization's greenhouse gas reduction strategy.

The world's largest classification society noted that, with the exception of liquefied natural gas, international regulations for such fuels are absent, and as such developed new class rules and a class notation 'Gas fuelled LPG' for using LPG as fuel in

anticipation of growing industry interest.

The 'Gas fuelled LPG' notation covers internal combustion engines, boilers and gas turbines for both gas-only and dual-fuel operations. It also includes requirements for the ship's fuel supply, considering all aspects of the installation from the bunkering connection up to and including the LPG consumers.

Diana set to continue shedding older tonnage

DIANA Shipping has said it will continue to dispose of older tonnage and bolstering its balance sheet, despite being "reasonably optimistic" about the medium-term earnings of large bulkers.

The counter-cyclical New York-listed owner has sold seven of its vessels since December 2018 and has generally used proceeds to buy back company stock.

Executives discussing third-quarter results in an earnings call said that this strategy would likely continue.

Classified notices



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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 35km² 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 **35** 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-applicants/?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 **35** 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 Rheoliadau 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 arâe 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 35km² 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 Caerdybi, Neuadd y Farchnad, Stryd Stanley, Caerdybi, 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 **35** 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-applicants/?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 **35** 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.



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