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Daily Briefing
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Legal battle for control of Hin Leong assets heats up

THE LATEST TWISTS in the legal saga of collapsed Hin Leong Trading's restructure look set to heat up this week as the battle for control of the company's assets, including the 140-strong tanker fleet, heads to court.

The embattled Lim family, as the owners of the family empire, are expected to come out fighting in an attempt to fend off a move by major creditor OCBC Bank which is seeking to wrestle control away from the Lim family-run Xihe Group of vessel-owning entities, in favour of putting everything under the care of court appointed judicial managers.

The showdown will commence at a court hearing scheduled to begin in Singapore on Wednesday.

OCBC Bank, a major lender to both Hin Leong and the Lim family-run Xihe group of companies, has filed an affidavit in support of the Judicial Management application, citing "distrust" in the family-controlled management behind the group of vessel-owning business units, according to a Business Times report last week.

The bank reiterated allegations that first surfaced in the early days of Hin Leong's insolvency proceedings.

A leaked affidavit from Hin Leong's now aborted application for debt moratorium then alleged that its founder, OK Lim, admitted to malfeasance in the trading firm's dealings with lenders.

The bank's court filing followed an attempt by Xihe to directly sell or charter out tankers without going through its shipping affiliate, Ocean Tankers.

Sources close to the sale process said that Xihe is close to wrapping up the sale of Sea Equatorial, a floating storage unit mortgaged to Bank of America, and finalising the divestment of four more vessels owned by the Lims.

The Xihe group of vessel-owning business units are also said to have sold three bunker tankers, including the 4,650 dwt *Marine Elite*, which was delivered to new owner Fratelli Cosulich last week.

The Lims have hired two industry veterans to handle the marketing of their family-owned fleet, starting with nearly four dozen tankers they sought to wrest control from Ocean Tankers, which is now under judicial management.

Previous court documents showed Ocean Tankers has been managing over 150 vessels owned by the Lims, out of which 140 are owned by Xihe.

But OCBC's move against the Lims following Xihe's first vessel sale prompted questions over whether most of its lenders are fully on board with such out-of-court proceedings.

Xihe is understood to have been engaged with all of its 12 lenders in the past three months.

Among lenders backing its vessel loans in addition to OCBC are ABN Amro, Credit Agricole, Bank of America, DvB, Standard Chartered, Maybank, ICICI, DBS, KDB and Hamburg Commercial Bank, sources said.

Bank lenders generally prefer consensual restructuring and most of them are believed to have supported Xihe's efforts at least during the earlier days. But many of the involved lenders have also extended credit to Hin Leong.

PwC, the court-appointed interim judicial manager for Hin Leong, has in recent weeks mooted a proposal calling for an "integrated" restructuring of the Lims' business empire.

Alluding to a lack of value in Hin Leong, PwC has argued for the case to bring on board the ongoing restructuring of the trading firm, the Lims' assets including Xihe's vessels and the family's share of the Universal Terminal in Singapore.

OCBC's court filing to place Xihe under management also raises the question of whether, given the bank's concurrent exposure to Hin Leong, it may also be inclined to back PwC's recent proposal.

Robson Lee, a Singapore-based partner with US law firm Gibson Dunn, said that in this respect, "the preferred course of action" of creditors collectively answering for over 75% majority or more of Xihe's outstanding debts would weigh in on the final court decision.

Given no single lender holds the required 75%, OCBC is expected to seek support from other involved banks.

Mr Lee said that in the event OCBC succeeds with its bid, Xihe will be required to submit a report including a review of past transactions, which is likely to include recent vessel transactions.

Alternatively, Xihe's current management may win over the requisite majority support if they can prove they have an "alternative viable for its lenders," Mr Lee said.

Xihe's financial advisers are said to be in discussion with potential white knight investors but so are PwC in respect of Hin Leong.

The restructuring of the larger Lim business empire is shaping out to be a drawn-out process regardless of how the court may rule on this latest application.

WHAT TO WATCH

PIL to get funding lifeline from Heliconia

PACIFIC International Lines has revealed more details about its efforts to resolve its financial issues, saying talks with sovereign wealth fund Temasek's affiliate Heliconia Capital Management are progressing.

A deal has been reached for interim funding of between $100m to $110m to allow the company to meet its most urgent operational needs, PIL told Lloyd's List.

It said it does not have any plans to sell its property in Singapore.

The container line, which has debts of some $3.9bn, acknowledged, however, that there have been developments on this front. "The intent of the expressions of interest exercise is to better assess the current market value of the building," it said, adding that there is no connection between this exercise and negotiations with Heliconia.

PIL declined to reveal further details about the bailout discussions with the Temasek affiliate. "On the broader investment contemplated by Heliconia, PIL will make further announcements when there are material developments," it said.

Previous reports have put the bailout amount from Heliconia at $400m, an amount thought insufficient to save the company, while also entailing a significant equity dilution for the controlling Teo family.

In relation to the future role of the Teos in management, PIL said: "It is premature for us to comment on this."

Other efforts to save the company include rationalising services and reducing asset costs where necessary, the company noted, adding that "any further restructuring of services would be based on continual assessment of market conditions and no major downsizing is contemplated".

ANALYSIS

Shipping's decarbonisation progress conceals challenges

THIS year has so far offered continued optimism for maritime's decarbonised future, but the sector must address lingering and new challenges if it wants to succeed.

Despite the global misfortunes, some consolation can be taken when assessing the state of decarbonisation in the shipping industry, which rather than regressing or stagnating appears to be cautiously progressing, especially considering the news emerging over the past month.

A report by Blue Insight highlighted over 40 organisations linked to developing decarbonisation solutions and who will likely compete for a share of this still largely untapped market. The analysis showed how much opportunity potential there is in this market.

Separately, some of the industry's leading companies have formed partnerships with promising start-ups in the decarbonisation field. Ventures offering specific products or services are a welcome sign that at least some are heeding warnings — or perhaps wishful thinking depending on how one looks at it — that shipping demand for low emissions technologies and fuels will firmly develop within this decade.

And yet, amid this evidence that engenders a sense of progress, familiar and more deeply rooted challenges persist.

A Shell survey reported how executives conveyed a sense of the urgency of the decarbonisation challenge. But they also indicated there is a shortage of willingness from investors, customers and charterers to co-finance low emissions solutions.

Maritime decarbonisation without overwhelming and meaningful support from these hesitant actors is not only an unfair expectation, it is counterproductive to the project; the slower and smaller funding levels are from these sources the weaker and more sedated progress will be.

To be sure, some of the major charterers and customers are visibly involved in some of these early decarbonisation initiatives committing their resources and time to them. This needs to happen more frequently and has to be done by a much larger share of their competitors if shipping is to slash its emissions within an acceptable time frame.

These exceptions notwithstanding, the risk that comes with investing in more expensive and widely untested technologies means that corporations that should be driving the changes have not yet figured out a way to do so while ensuring that it does not jeopardise their bottom lines.

In the midst of the coronavirus pandemic it is easy to forget that this industry also relies on regulatory enhancements to function with some semblance of harmony. The health crisis has halted all official international negotiations until further notice, including the environmental ones.

When International Maritime Organization meetings resume in 2021 the pressure on governments to take action will be greater than it was before. There will be little patience for the use of a coronavirus for a reason of delayed decisions, especially on issues like short term emissions reducing measures, which for some observers believe have already been pushed back enough.

"Shipping must adopt a full lifecycle perspective, accounting for all greenhouse gas emissions, including methane, and ensure accurate calculations of both the direct and indirect impacts of emissions associated with the whole supply chain (extraction/production, transport/distribution and combustion) of the fuel," a report compiled by the Environmental Defense Fund recommended.

Lifecycle emissions are hardly a new element of the decarbonisation debate. Governments have even brought it up as an important issue at the IMO. But there have been limited suggestions so far that regulating lifecycle emissions should be its task.

The debate show that this issue will not subside anytime soon. Even if the IMO does not directly control lifecycle emissions of ship fuels, the scrutiny over the policies it adopts with regards to calculating lifecycle emissions from alternative fuels and its stance on what it deems to be acceptable will only increase.

As regulators try to reassemble following the coronavirus disruption, shipowners, charterers and the industry more broadly should take this time to fully entrench in their strategies and wider philosophies an almost inevitable eventuality; lifecycle emissions will be the only important standard by which maritime decarbonisation will be judged.

Exclusive attention to the only aspect of the fuel chain most of them have felt responsible for until now, the tank-to-wake emissions, will be insufficient, criticised and ultimately dismissed as a tenet of the past much like the fossil fuels that they seek to rid themselves of.

US west coast ports see dismal throughput

THE Pacific Merchant Shipping Association reports that US west coast ports' container trade numbers for June are down 8% from the same period a year ago, but by margins much "less ghastly" than May's collapse of 15%.

"Altogether, the big five US west coast ports saw an 8% drop in inbound loads in June," said the PMSA, which represents shipping lines and marine terminals on the US west coast.

But the PMSA said the 1.9% increase at the port of Oakland was "pretty much all the good news" for US west coast ports.

Together, the two San Pedro Bay ports of Los Angeles and Long Beach handled 8% fewer loaded inbound teu than they had a year earlier. Long Beach saw 9.3% decline in inbound teu, while neighbouring Los Angeles was down 6.8%.

The story was even more dismal farther to the north, where the Northwest Seaport Alliance of Seattle and Tacoma saw their combined imports fall by 15.1% year on year from June 2019.

The results for exports were even worse as outbound loads through the big five US west coast container ports were off by 13.3% from a year earlier. Los Angeles saw a 21.3% decline, Long Beach was down 12.2%, Oakland fell 5.7% and the NWSA dropped 8%.

In its report, the PMSA also drew attention to the loss of the Asian market, saying the May figures on containerised imports arriving at US mainland ports from east Asia were "not encouraging" for US west coast port officials.

"The Ports of Los Angeles and Long Beach saw their combined share of containerised import tonnage from east Asia decline to 42% from 44.4% a year earlier. At the same time, their collective share of containerised import value slipped to 50.1% from 51.6%," the PMSA said.

"Oakland improved on both measures, but the NWSA ports saw declines in both import value and tonnage shares," the PMSA added.

Regarding exports, it said the San Pedro Bay ports' share of containerised export tonnage to east Asia slid to 32.1% from 36.3% a year earlier, while their combined share of the value of those containerised imports dropped to 40.5% from 43.5%.

Oakland experienced "sizable" year-on-year upticks in both its import tonnage and value tonnage shares, while the two NWSA ports saw their shares of US containerised export tonnage rise even though their share of the value of those shipments dipped slightly.

While awaiting June figures from US east coast ports, the PMSA said Long Beach remained the nation's container port with the highest throughput for the month of May with total throughput of 628,205 teu, while Los Angeles had 581,665 teu, and the Port of New York–New Jersey placed third with 537,412 teu.

Long Beach was also the country's busiest container port in May with 446,146 loaded teu, outdistancing the 410,705 loaded teu handled by Los Angeles and the 361,456 teu at PNYNJ.

Still, the year-to-date totals for the first five months of the year show Los Angeles retaining its number one standing, with 3,070,413 teu in total, followed by PNYNJ in second at 2,854,319 teu, and Long Beach in third with 2,830,855 teu.

MARKETS

Box carrier capacity deployments show increasing confidence

THERE are increasing signs of confidence that demand on the major east-west trade lanes is improving, with container carriers reinstating a number of previously blanked sailings.

"This past week is the first week since the outbreak of the pandemic that we have seen carriers roll back — or un-blank — a significant number of scheduled blank sailings across both major trades," said Sea-Intelligence chief executive Alan Murphy.

"The market situation has been steadily improving on the Transpacific, especially on the trade lane to North America west coast, but this optimism seems to now have been spreading to the Asia-northern Europe trade lane, which have seen six blank sailings for week 35-41 being rolled back in the past week, although the Asia-Mediterranean trade lane has seen third-quarter net blanked sailings increase by one in the past week."

Sea-Intelligence analysis shows 21 sailings had been reinstated on the Asia-US west coast trade during weeks 28-31, leading to an increase in deployed capacity over 2019. Capacity on the Asia-Europe trade remains on a par with 2019.

"With fewer and fewer new blank sailings announcements in recent weeks, and a slight increase in re-instated blank sailings, it feels as if carriers are fairly satisfied with the amount of capacity that they are blanking in the third-quarter peak season," it said.

Figures from Lloyd's List Intelligence showing containership traffic at Shanghai and Yangshan also indicate a rise in activity.

The figures, which record port calls by containerships, general cargo vessels with container capacity, con-ro vessels and container barges, show a sharp rise in week 30.

Activity this year has been subdued since the outbreak of the coronavirus pandemic, with the number of ship calls tracking well below last year's for most of the period.

Last week, the number of ship calls was down only 4% on the corresponding week in 2019.

The only weak spot on the transpacific trade was on the Asia-US east coast trade, where carriers had not reinstated as much capacity and where blankings still extended much further out.

"That said, trade lane capacity has now crossed the 2019 levels for several weeks, and despite the blank sailings, we are looking at a capacity growth in the peak season," Sea-Intelligence said.

On the Asia-North Europe trade, the 2M alliance was continuing with the suspension of the AE2/Swan service, while The Alliance has reinstated all forward-looking blank sailings on their FE4 service.

"Carriers are seeing an uptick in demand as we approach the halfway mark of the traditional Q3 peak cargo season, and the lack of blank sailings indicates that, from the perspective of the carriers, the pandemic is no longer as great a concern, on the transpacific trade at least," it said.

Asia-Pacific oil products demand to fall

A DROP in consumption of oil products as a result of the economic downturn amid the coronavirus outbreak will have a knock-on effect in terms of demand for seaborne transportation and tanker freight rates.

According to consulting firm Wood Mackenzie, oil products demand in the Asia-Pacific is expected to fall by 1.8m barrels per day year on year in 2020.

Poten & Partners head of tanker research Erik Broekhuizen pointed out that the recent floods in China could reduce Chinese gasoil and gasoline demand by up to 5%.

"The flooding has affected product demand in the heartland of China around the Yangtze river as construction projects are halted, and factories had to reduce production due to logistical challenges," said Mr Broekhuizen.

"The situation could get worse as some dams are at risk of failing due to the unusually high water levels."

However, he noted that refineries in the area are reducing throughput as they run low on product storage capacity, meaning that these surplus products will lead to more exports. This would help product tanker freight rates in the short term.

"Surplus petroleum product availability will lead to increased product exports and affect refining margins in the region. This, in turn, could help the product tanker market."

Meanwhile, reduced demand because of the flooding will have a negative impact on the economic recovery from the coronavirus-induced downturn.

"This will likely lead to lower crude oil imports in the coming months, and some headwinds for the crude oil tanker market, as Chinese inventories are already high from the elevated price-driven crude purchases in April and May," he added.

But oil demand growth in Asia has still a long way to run, according to Wood Mackenzie research director Sushant Gupta.

By 2040, the region's oil demand is expected to rise by 25% to 44.8m bpd compared with 2019, he said.

"Oil demand growth is also increasingly reliant on petrochemical feedstocks, which could grow by over 5m bpd from 2019 to 2040," he said, adding that the demand growth centres in Asia will shift somewhat from China to India and Southeast Asia.

However, China will still account for the bulk of this future growth, because of an expansion in steam cracking and growth in propane dehydrogenation and aromatics production capacities, Mr Gupta said.

Costamare clinches 24 charters as boxship market stirs

CONTAINERSHIP owner Costamare sealed new charters or charter extensions for no less than 24 of its vessels in a busy second quarter of the year that saw the market show signs of picking up.

Of the employment deals struck during the three-month period, 12 were for post-panamaxes and New York-listed Costamare said that demand "continued to favour" larger and medium-sized boxships.

Of the numerous deals, the largest was a two-year charter extension with Hapag-Lloyd for five, 2013-built, 8,827 teu ships at a daily rate of $32,400 for each vessel.

"Laid-up capacity has started decreasing indicating improving market conditions," said company chief financial officer Gregory Zikos.

Costamare posted strong underlying results for the second quarter of 2020. Although revenues dipped by 4.4% compared with the corresponding period last year — to $111.9m — the adjusted net income available to common shareholders in the company increased by 20.9% to $31.7m, or $0.26 per share, beating consensus expectations of analysts following the stock.

The owner has been renewing its fleet and said that as the demolition market reopened after an inactive spell for scrapping, it sold two, 23-year-old, 7,403 teu vessels, *Kawasaki* and *Kokura*, for demolition and is planning to replace them with younger tonnage.

Losses on these and value writedowns on other vessels in the fleet came to more than $100m leaving the company with a net loss of about $76m for the most recent quarter.

Costamare last week took delivery of its latest vessel, the 12,690 teu *YM Triumph*, the first of a series of five vessels chartered to Yang Ming Marine Transport Corp for 10-year periods.

All five newbuildings have pre and post-delivery financing.

At the end of June, Costamare had liquidity of $201m and no meaningful debt maturities until 2024 following the conclusion of its refinancing programme during the latest quarter. The company has five vessels in its fleet unencumbered with loans.

It declared a dividend of $0.10 per common share for the second quarter of the year.

IN OTHER NEWS

Carriers prepare for vessel quarantines

SHIPPING companies are contingency planning in the event of their vessels being placed into quarantine by port state control because of coronavirus measures.

At least six vessels, including three containerships, have been reported anchoring in Hong Kong waters under a 14-day quarantine period after infected crew members were found on board.

Mediterranean Shipping Co confirmed that its 3,534 teu *MSC Kerry* had been observing quarantine at anchorage in Hong Kong since July 12.

Capesize bulker runs aground off Mauritius

A CAPESIZE bulker has run aground on a reef off the coast of Mauritius and is believed to be damaged.

According to Lloyd's List Intelligence, the 2007-built, 203,130 dwt *Wakashio* was in ballast en route from Singapore to Brazil when it ran aground off Pointe d'Esny, about two nautical miles from south-east of Mauritius on the night of July 25.

According to reports, Mauritius National Emergency Operation Command made visual observations by helicopter to determine the risk of an oil spill.

Genoa volumes suffer heavy setback

PORTS of Genoa has booked sharp declines across all types of cargo in the first half of 2020, blaming coronavirus as the main cause of the loss of business at the northern Italian gateway.

The port authority described the situation with containers, which declined by more than 10% in the six months of the year to June 30 as a "heavy setback" compared with the same period a year earlier.

Dry bulk traffic almost halved, while there were zero cruise passengers in June, and the fall in ferry passengers topped 70%.

Baltic Exchange seeks feedback on Worldscale process

THE Baltic Exchange is seeking feedback from the tanker market about potential changes to the calculation used to derive the dollar-per-tonne figure from the Worldscale spot assessment, which is used in settling derivatives.

Feedback is requested by July 30 with a working group to be held on July 31, it said in a circular.

The Worldscale association publish "flat rates" that represent the cost of transporting a tonne of cargo from one port to another. Tanker freight generally trades using a percentage rate, which when applied to the flat rate, gives the actual commercial cost.

Key digital platforms agree to develop and adopt common data standards

SINGAPORE continues to boost digitalisation efforts, with the Maritime and Port Authority of Singapore signing a memorandum of understanding with five international stakeholders to develop and adopt common data standards and Application Programming Interface specifications.

The common standards, agreed between Global Shipping Business Network solution provider CargoSmart, GTD Solutions, representing Maersk-led TradeLens, GeTS and PSA International jointly representing Singapore's CALISTA, and the Port of Rotterdam Authority, will help facilitate data exchange for port and maritime services transactions.

The agreement is a key development in driving interoperability as port authorities work on digitalisation. There have been concerns raised previously on the compatibility of different platforms within the container shipping space especially.

UK ports review infrastructure connectivity

THE UK has launched a review of port connectivity that is designed concentrated infrastructure investment to boost economic recovery once the coronavirus crisis subsides.

The research will examine infrastructure outside of ports, such as road and rail links, as well as offering an assessment of relevant energy and digital capabilities.

The results will be used to determine progress made since the Department for Transport's English Port Connectivity Study two years ago.

Shipping names join hydrogen coalition

CMA CGM, NYK, the Port of Rotterdam and TechnipFMC are among the latest cluster of companies to sign up to the Hydrogen Council, a global coalition working to enable the global energy transition through hydrogen.

The influx of maritime names to a rapidly expanding membership list of pro-hydrogen corporate supporters comes amid growing research and development investment from the maritime sector.

The Hydrogen Council, which now includes tech major Microsoft, vehicles manufacturer Toyota and various chemical, industrial and financial corporates, has grown from 13 founding companies in 2017 to 92 members in just three years.

Classified notices follow

PUBLIC NOTICE

MARINE AND COASTAL ACCESS ACT 2009

MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2007

MORLAIS TIDAL STREAM DEMONSTATION PROJECT LOCATED TO THE WEST OF ANGLESEY

Notice is hereby given that **Menter Môn Morlais Limited** has furnished Natural Resources Wales ("NRW") with further information in relation to the above application pursuant to regulation 14 of the Marine Works (Environmental Impact Assessment) Regulations 2007 ('the EIA Regulations'). Notice of the application and the environmental statement was published on 27 November 2019 and the 4 December 2019.

Menter Môn Morlais Limited has applied to NRW for a marine licence under Part 4 of the Marine and Coastal Access Act 2009 for a tidal demonstration project located to the West of Anglesey. The project requires EIA consent and is subject to the requirement for an environmental impact assessment ('EIA') under 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 further information as well as the Environmental Statement and all other information can be obtained online from https://publicregister.naturalresources.wales/ or by emailing NRW at permittingconsultations@naturalresourceswales.gov.uk.

You can search for the document using the application reference number ORML1938.

In light of the current public health situation surrounding coronavirus (COVID-19) a hard copy of the application and supporting documents will not be available in a public place at this time.

Any person wishing to make representations regarding the further information should do so by writing to NRW at 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 must be in writing, 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.

HYSBYSIAD CYHOEDDUS

DEDDF Y MÔR A MYNEDIAD I'R ARFORDIR 2009

RHEOLIADAU GWAITH MOROL (ASESU EFFEITHIAU AMGYLCHEDDOL) 2007

PROSIECT ARDDANGOS LLIF LLANW MORLAIS, A LEOLIR I'R GORLLEWIN O YNYS MÔN

Hysbysir drwy hyn fod **Menter Môn Morlais Limited** wedi rhoi mwy o wybodaeth i Cyfoeth Naturiol Cymru mewn perthynas â'r cais uchod yn unol â Rheoliad 14 Rheoliadau Gwaith Morol (Asesu Effeithiau Amgylcheddol) 2007 ('y Rheoliadau Asesu Effeithiau Amgylcheddol'). Cyhoeddwyd hysbysiad o'r cais a'r datganiad amgylcheddol ar 27 Tachwedd 2019 a 4 Rhagfyr 2019.

Mae **Menter Môn Morlais Limited** wedi cyflwyno cais i Cyfoeth Naturiol Cymru am drwydded forol dan Ran 4 Deddf y Môr a Mynediad i'r Arfordir 2009 ar gyfer prosiect arddangos llanwol a leolir i'r gorllewin o Ynys Môn. Mae angen caniatâd asesu effeithiau amgylcheddol ar y prosiect ac mae'n destun y gofyniad am asesiad o'r effaith amgylcheddol dan y Rheoliadau Asesu Effeithiau Amgylcheddol. Mae datganiad amgylcheddol wedi cael ei baratoi gan yr ymgeisydd.

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.

Gallwch hefyd gael copïau o'r wybodaeth ychwanegol ynghyd â'r Datganiad Amgylcheddol a'r holl wybodaeth arall ar-lein o https://cofrestrgyhoeddus.cyfoethnaturiol.cymru/ neu drwy e-bostio permittingconsultations@cyfoethnaturiolcymru.gov.uk.

Gallwch chwilio am y dogfennau gan ddefnyddio'r cyfeirnod cais ORML1938.

Yng ngoleuni'r sefyllfa iechyd cyhoeddus gyfredol gyda golwg ar y coronafeirws (COVID-19), ni fydd copi caled o'r cais a dogfennau ategol ar gael mewn man cyhoeddus yn y cyfnod hwn.

Dylai unrhyw un sydd am gyflwyno sylwadau ynghylch yr wybodaeth ychwanegol wneud hynny'n ysgrifenedig i Cyfoeth Naturiol Cymru yn 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 ddiwrnodau o'r hysbysiad hwn. Mae'n rhaid cyflwyno'r sylwadau'n ysgrifenedig, wedi'u dyddio, gan nodi'r enw'n glir (mewn priflythrennau) ynghyd â chyfeiriad e-bost neu gyfeiriad post llawn y sawl sy'n cyflwyno'r sylwadau.

Dyfynnwch y cyfeirnod **ORML1938** ym mhob darn o ohebiaeth.

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

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 asesu effeithiau amgylcheddol ar gyfer y prosiect, rhoi caniatâd asesu effeithiau amgylcheddol ar gyfer y prosiect ynghyd ag amodau, neu wrthod caniatâd asesu effeithiau amgylcheddol ar gyfer y prosiect.

M/V MAERSK HONAM – FIRE ON 6 MARCH 2018
NOTICE OF GENERAL LIMITATION DECREE

In The High Court of Justice of England and Wales
Business and Property Courts
Queen's Bench Division
Admiralty Court

AD-2020-000024

BETWEEN

MSC Mediterranean Shipping Company SA

Claimant

and

(1) Becton Dickinson Medical (S) Pte Limited

(2) All other persons claiming or being entitled to claim damages by reason of the fire on board the "MAERSK HONAM" in the Arabian Sea on or about 6 March 2018

Defendants

BY A GENERAL LIMITATION DECREE made on 15 July 2020, the High Court of Justice ordered that by reason of the provisions of the Merchant Shipping Act 1995 (as amended) the Claimant is not answerable in damages beyond:

a) **123,308,412** Special Drawing Rights or GBP **138,430,128** in respect of loss of life or personal injury; and
b) **61,654,206** Special Drawing Rights or GBP **68,206,267** in respect of all other claims (including, but not limited to, any claims in respect of the loss, damage and delay to any property or to the infringement of any rights);

caused through its act or omission or through the act or omission of any person on board the vessel "Maersk Honam" in the navigation or management of the "Maersk Honam", when she suffered the casualty in international waters on or about 6 March 2018.

The Court also ordered that all further proceedings in any claim against the Claimant arising out of the aforesaid casualty be stayed.

The Claimant was not the operator of the "Maersk Honam". A Limitation Fund has already been constituted in respect of this casualty by the provision of a Letter of Undertaking from the vessel's owners' P&I Club, the Standard Club, to the Court in accordance with the Order of Mr Registrar Kay, dated 10 September 2019 in case number AD-2018-000156.

TAKE NOTICE THAT in accordance with the Decree parties intending to file a claim against the Limitation Fund or to issue an application to have the Decree set aside have until **30 September 2020** (being a date at least 56 days after the publication of this advertisement) to do so. Any such claims or applications must be filed in The High Court of Justice (Queen's Bench Division – Admiralty Court), Ground Floor, 7 Rolls Building, Fetter Lane, London EC4A 1NL (Claim No. AD-2020-000024). Attention is drawn to the provisions of CPR Part 61, including rule 61.11(15) which concerns service of any statement of case.

For the avoidance of doubt, this advertisement and the Decree are without prejudice to the question of liability for the casualty and their contents are without prejudice to, and do not affect, any and all rights that the Claimant may have, including in relation to limitation and/or time bar.

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