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Lloyd's List
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Daily Briefing

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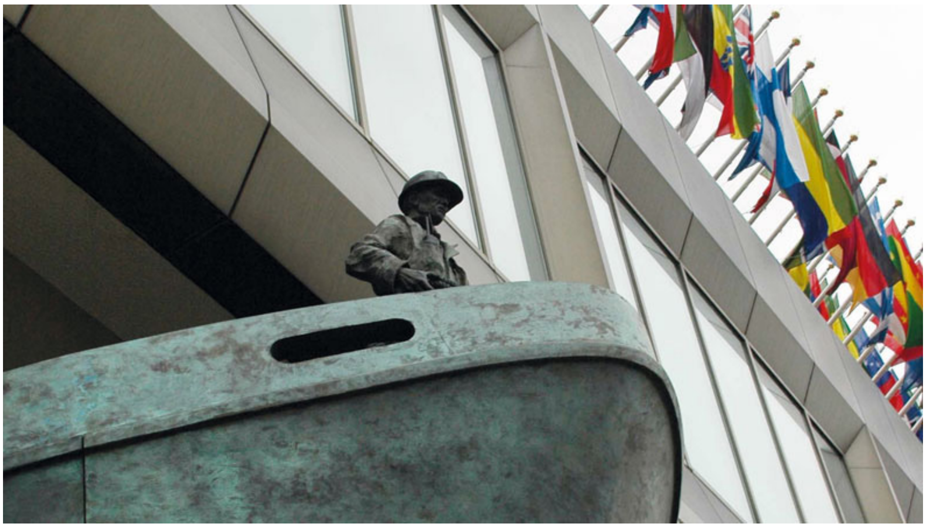
Shipping's GHG emissions rising despite efficiency gains



SHIPPING'S GREENHOUSE GAS emissions continue to rise despite industry efforts to make ships more efficient, according to an International Maritime Organization study.

In its latest study, the IMO says total greenhouse gas emissions from shipping rose 9.6% to 1.076m tonnes in 2018, from 977m tonnes in 2012.

CO_2 emissions rose from 962m tonnes in 2012 to 1.056m tonnes in 2018, a 9.3% rise. Shipping's share of global emissions attributed to humans rose from 2.76% to 2.89% during the same period.

The study shows the industry is far short of meeting its IMO target of cutting emissions by at least half of 2008 levels by 2050.

While coronavirus will reduce emissions this year and next, the study said "emissions over the next decades may be a few percent lower than projected, at most", depending on the economic recovery.

Black carbon emissions rose 12% over the period while methane emissions rose 150%.

Shipping's CO_2 emissions rose 5.6% from 2012 to 2018 under a voyage-based measure - which put its share of global CO_2 emissions as constant at about 2% - and by 8.4% under a vessel-based measure.

The study, which updates the third IMO GHG study, released in 2014, is the first to distinguish domestic shipping from international emissions, following Intergovernmental Panel on Climate Change guidelines. The new data doubled the share of emissions that fell under national inventories, from 15% to 30%.

Bryan Comer, senior marine researcher at the International Council on Clean Transportation, who led the review and revision of the study's bottom-up methodology, said growth in shipping was outpacing gains in efficiency.

He said the carbon intensity of shipping fell between 20% and 30% from 2012-2018, depending on the metric. But that improvement has slowed over time, "with only marginal improvements after 2015".

"The report also clearly shows that emissions of climate super pollutants, such as black carbon and methane, are increasing," Dr Comer said. "More ships are using LNG as a marine fuel and burning it in engines that leak large amounts of unburned methane. Methane is not yet regulated by the IMO, but it should be because it has a much stronger global warming potential than CO_2."

The ICCT said the study highlighted the need to include methane in future phases of the IMO's Energy Efficiency Design Index. Currently, only CO_2 emissions are limited under the EEDI.

Elena Hauerhof, principal consultant at UMAS, a research group, said: "We now have much more up-to-date insights into shipping's GHG emissions, and this study's inventories progress our ability to identify emissions on each voyage a ship takes."

Dr Hauerhof said the rise in the domestic share of shipping emissions "show that more attention should be paid to shipping in national GHG policy".

The IMO did not comment on the study, which is set to go before the IMO's Marine Environment Protection Committee.

WHAT TO WATCH

Sanctions body defends UK shipping guidelines

BRITAIN'S Office of Financial Sanctions Implementation has hit back at criticism of new maritime sanctions guidelines.

The guidelines, issued last week, have been seen as an attempt to bring Britain's stance into close alignment with the hardline stance of the US.

The International Group of P&I Clubs described them as offering "misleading and incorrect" advice to companies expected to comply.

Mike Salthouse, chairman of IG's sanctions committee, took issue with a number of aspects of the document. He said the advice was factually wrong on several points, most notably with respect to the lawfulness of ship-to-ship transfers and the right of a master temporarily to turn off automatic identification systems.

Moreover, it is impractical to suggest masters of vessels from countries not aligned to Nato should report suspicious activity to Nato, and there is no instructions on what companies should do when faced with contradictory sanctions regimes.

This situation could most obviously arise in the context of Iran, where an European Union blocking regulation criminalises compliance with certain US secondary sanctions reintroduced following US withdrawal from the Iran nuclear deal.

HM Treasury, OFSI's sponsoring department, has since taken issue with Mr Salthouse's arguments.

According to OFSI, the document clearly states that STS and AIS switch-offs are not themselves illicit, but merely that they can potentially be used to circumvent regulations, even though this does not happen in all cases.

Moreover, the guidance only applies to parties subject to UK jurisdiction. Where no UK nexus is present, then there is no UK obligation to apply it. Masters will need to consider whether there are other international obligations which may apply.

"HM Treasury does not provide legal advice," an HM Treasury spokesperson said. "Where there are concerns about the regulations of other jurisdictions then the individual or company should seek independent legal advice. The UK does not provide advice for or on behalf of other jurisdictions."

OFSI does not consult on its guidance publications. However, they remain living documents and can be updated or revised at any time to ensure the accuracy of implementation and the law are reflected.

"The International Group of P&I Clubs have been contacted by OFSI since publication and we have expressed that any comment or feedback on the document that they may wish to provide is welcome."

OPINION

Seafarer crisis is a challenge for the whole marine sector

UNTIL very recently, seafarers were not afforded key worker status, writes *Gemma Pearce, head of marine at the insurance risk and commercial law firm BLM*.

Had they been afforded, quite correctly, this status at the start of the pandemic, in all probability, the sector would not be faced with what can only be described as a humanitarian crisis.

While the entire world has been hit by coronavirus, approximately 40% of the world's seafarers have been directly affected, whether that relates to the 300,000 souls stuck at sea, some of whom are now out of contract, or the further 500,000 being impacted as a consequence.

Until recently, there was very little commentary on the increasing problem of crew changes.

Providing some context to the scale of the problem, only around a quarter of routine crew changes have taken place since March.

Fortunately, finding a way to resolve the problem the shipping sector has faced has now gathered momentum.

This is partly because of support from the media, who are reporting on a daily basis about the difficulty shipowners are experiencing in repatriating hundreds of thousands of crew members after having spent many months at sea. But also following on from the summit organised by the UK government on June 25.

Despite previous pledges by countries to ease transit restrictions for seafarers, it was not until last month that some resolution was reached.

The UK summit saw 13 of the 15 governments in attendance pledging to give seafarers key worker status and allow exemptions to ease their passage through immigration borders to help resolve the crisis.

Many of them have been on ships for so long now that they are in breach of the time limits as contained within the maritime labour convention.

Some may argue that the problem could have been easily resolved by simply re-routing vessels to other ports; however, that potential solution is not that easy.

Many shipowners have, for example, experienced problems associated with the issuing and/or expiration of visas, medical certification, or passports, with some having expired mid-voyage.

Even if a ship could be re-routed allowing a seafarer to physically disembark at a local port, when faced with the aforementioned scenario, they technically cannot do so.

If for argument's sake a seafarer did not have the visa/passport/certification problems mentioned above and were able to physically disembark, what happens next? How do they get home with either so few airlines operating or those that are charging increased fares?

This mode of transport may no longer be viable to those who cannot afford inflated costs, combined with the significant travel restrictions placed upon the world including many countries closing their borders.

In addition, how does their replacement travel to the relevant destination to join the vessel? Crew changes ordinarily involve several countries, and with many borders closed, the problem only becomes more difficult. As the pandemic has continued to spread across the globe, the problem has only become more entrenched.

The reality is that vast numbers of crew are essentially being kept captive on board until such time as some sort of resolution can be reached.

The shipping community has had to go to extraordinary lengths just to undertake what would normally be considered routine crew changes, with very little support from the governments of the countries who have had no difficulty in issuing the flag to the vessel in question.

The UK, which has now recognised seafarers as key workers, is now evolving as one of the countries where crew changes are much easier to facilitate, which will be welcomed by some, provided vessels are able to divert.

The question many will be asking is whether this scenario could have been avoided. Until recently, there had been only occasional media coverage of these events, and certainly very little understanding about the scale of the problem.

That said, as an employee of a large shipping company, seafarers are surely likely to be asking the question, if they have not already done so, as to whether the industry and their employer could have done more to prevent the situation.

Perhaps for some the question and/or solution relates to the flag state of the vessel. A vast number of shipping companies. when choosing a flag state for their tonnage, do not usually apply to their home nation.

This can be for myriad reasons, including financial, although more recently some UK owners/operators have chosen to avoid European countries because of Brexit implications.

Why would a country that has no affiliation with an owner/operator, save for a vessel being flagged with them, choose to lend support to an outsider rather than a domestic operator?

Perhaps some shipping companies will give consideration in the future as to their choice of register, and whether they would be better off flagging in their home countries so as to leverage internal support in the future if and when presented with scenarios such as those that have arisen from the health crisis.

Post-resolution there are likely to be some questions asked including whether the shipping industry is to blame.

The overall damage to the sector will be unknown for some time, although this is likely to be multi-faceted. First and foremost, shipowners can certainly expect to be presented with claims from their employees.

Charters could start to be rejected on the basis that a ship's crew have been on board for excessive periods, raising safety concerns. Vessels will then be laid up around the world with potentially no crew being available, as there is almost certainly going to be a decline in the profession even in those countries that continue to supply sea-going labour.

To avoid all of this, seafarers need to be supported and therefore it is essential that crew changes return to normal as a matter of urgency if global economies are to recover from the impact of coronavirus.

ANALYSIS

Global supply chain flaws exposed by pandemic

THE global health crisis has exposed structural flaws in the worldwide supply chain that have prompted companies to "fundamentally reassess" their approach to manufacturing and sourcing, according to analysts at Boston Consulting Group.

Separate studies by the organisation conclude that by intensifying geopolitical and economic forces already at work, "the pandemic's disruptive impact on international trade will leave a lasting mark."

Analysts compared actual change in trade volumes between 2015 and 2019 with projected changes for 2019-2023, under a baseline economic scenario.

Among the sharpest shifts was a 15% shrinking in two-way trade between the US and China in 2023 from 2019 levels, representing about $128bn in value.

Trade between the US and the European Union is expected to continue growing but at a sharply lower rate from the $135bn surge from 2015 through 2019.

Elsewhere, EU trade with China will have declined by about $30bn from 2019 to 2023, after growing by $124bn in the previous four-year period.

Southeast Asia will be one of the strongest gainers, increasing two-way trade by around $22bn with the

EU, $26bn with the US, and $41bn with China by the end of 2023.

"Companies had already begun rethinking their far-flung supply chains in response to changing labour costs, advances in automation, rising protectionism, and external shocks, such as natural disasters," said BCG.

The epidemic has encouraged companies to explore ways to build more resilience into their manufacturing and supply networks, even if that resilience leads to extra costs.

Many of today's global supply chains were put in place between late 1980s and 2008, when falling trade barriers and transport costs removed friction in international commerce. Supply chains were designed primarily to meet two overarching objectives: cost efficiency and optimal service levels.

"Manufacturing footprints and sourcing networks have been built largely to take advantage of differences around the world in factor costs — such as labour, materials, and energy — and on the ability to fulfil customer needs within a particular time and at a specified quality standard in given markets."

But in recent years, there have been growing concerns about market access, resilience, and environmental sustainability.

"Companies have been realigning global supply chains in response to shifting manufacturing cost structures, improvements in advanced manufacturing technologies, tariff wars, and rising protectionism," the analysts reported.

"Many global enterprises have been moving toward regional manufacturing and sourcing footprints in order to be closer to end markets. Their factories in China are increasingly targeting the huge, still growing [Chinese] domestic market and nearby countries, while factories in North America and Europe concentrate on local markets."

As a result of these geopolitical, economic, and technological forces — as well as shocks such as pandemics — resilience and access to critical supplies and markets are emerging as rising priorities.

Among the steps companies should take to improving resilience is making an assessment of the percentage of capacity concentrated in certain countries, the amount of production that is outsourced, and whether they have back-up production capacity at existing locations in case of contingencies or qualified back-up facilities in different locations.

"If the supply chain risk is deemed to be high… a company may conclude that it can best meet its strategic objectives by revising, migrating, or regionalising its supply chain," the report concludes.

Boston Consulting says "global supply and manufacturing networks… have been premised on many assumptions of the way the world works that are fast becoming outdated."

MARKETS

Danaos sees optimism in container market

DANAOS has said that although there are signs of increased confidence within the containership market it will stay cautious in its strategy.

"Given continued uncertainty about the duration of the coronavirus pandemic and the ensuing economic recovery, we are focused on maintaining a conservative financial profile," said chief executive John Coustas.

Greece-based Danaos was intent on "making thoughtful capital allocation decisions that align with our strategy and market expectations."

Mr Coustas said the company was "cautiously optimistic" about medium-term market prospects. "We have seen increasing signs of confidence with container line companies in recent weeks as a number of previously blanked sailings have been reinstated, implying that demand is gradually improving," he said.

This had led to improving charter rates for vessels larger than 4,000 teu capacity.

Meanwhile, container line company results have shown that "prudent capacity management" combined with lower bunker costs and interest rates have more than compensated for the drop in volumes caused by the pandemic.

With the newbuilding boxship order book standing at the lowest in 20 years as a percentage of existing capacity, "tighter supply will help to accelerate the recovery," said Mr Coustas.

His comments came as Danaos posted higher-then-expected second-quarter profits. Revenue rose 4% to $116.8m compared with the year-earlier period, while adjusted earnings per share was $1.71. Net income rose almost 24% to $42.5m due in part to a $5.1m reduction in interest expenses due to a reduction in the company's debt and a decrease in debt servicing costs.

The Danaos fleet, consisting of 58 boxships and five vessels belonging to a joint venture, is 62% chartered over the next 12 months, equating to 85% of operating revenues.

This meant that the company was "well insulated from near term volatility," said Mr Coustas.

The company has acquired three secondhand containerships so far this year.

The latest of these, the SM Charleston, has been partially financed with a new $13.3m loan with SinoPac.

Just last month, Danaos reported a 42% decrease in its annual emissions per tonne-mile since 2008 thanks to a variety of measures ranging from optimising main engines for slow steaming to route optimisation and use of big data to support optimal operation.

The reduction in emissions intensity meant that the company has already hit the International Maritime Organization's 2030 industry target for a reduction of at least 40% from 2008 levels.

Chinese shipper accuses carriers of profiteering

LOCTEK, a Chinese ergonomic office furniture supplier has accused container carriers of boosting shipping prices amid a sizzling transpacific market.

The Shenzhen-listed, Ningbo-based company, which also has a cross-broader e-commerce operation, said the ramp-up in freight rates had taken a "serious toll" on the country's exporting companies and even its economic stability.

It added that China's outbound trade had experienced a fast recovery since April, after the coronavirus-led disruption from February. And in Ningbo, a major manufacturing city in Eastern China, container exports have realised year-on-year growth in July, with the online trade business being the star performer.

"But shipping companies don't see the big picture,'" it said in a statement. "Through alliances, they are not actively increasing capacity but increasing profits by significant markups."

According to Loctek, rates from Ningbo to the US west coast have risen to $3,000 per 40ft equivalent unit from just $1,300 in May. Meanwhile, the price to the US east coast for the same box size has been raised to $4,850 from $3,000.

Sea-Intelligence in a recent report said the sector was "heading into the best transpacific peak season in decade."

The movement comes as carriers have displayed strong capacity discipline this year after the recent consolidation waves. Facing the virus impact, they blanked massive amount of sailings on east-west trades in the second quarter to shore up rates.

Nevertheless, analysts have indicated that some of the idled fleet are being reinstated as cargo volume picked up recently.

Still, carriers wanted to raise the price further in August, said Loctek.

"Not only is the price high, many exporting companies also need to book the slots more than 20 days in advance. And even the slots are booked, it's possible for the cargo to be rolled." it added. "The one who bids higher will get the cargo shipped out."

The privately run manufacturer went a step further to single out Cosco Shipping, the state-owned giant that controls the world's third-largest container shipping fleet.

"We probably cannot influence foreign carriers. But our state-owned enterprise Cosco should absolutely actively increase capacity."

Lloyd's List has approached both companies for comments.

Loctek concluded the statement by calling for support from the local government and shippers' community.

"We asked colleagues in the foreign trade sector to make appeals together... to request an increase of carrying capacity and a reduction of freight rates to a reasonable range."

SWS Securities noted recently that the likelihood of any governmental interference on the issue to be low in near term.

The Shanghai-based brokerage said in a research report that Ocean Alliance, where Cosco Shipping is a member, blanked the least amount of sailings on east-west trade when compared to the other two groupings, 2M and The Alliance.

It also argued that rather than high rates, shippers were more upset about the poor services, such as frequent roll-overs. "Carriers should consider improving their services amid tight slot provision to create a win-win situation with their customers."

IN OTHER NEWS

DHL maintains strategy in face of tighter supply chains

THE coronavirus outbreak brought about a sharp increase in uncertainty and unexpected freight rate movements but this is not enough to convince major logistics player DHL to change its asset-light strategy and get more involved in owning ocean transportation assets.

"For DHL Global Forwarding, our asset-light strategy, together with our long-term relationship with our carriers and economies of scale, have served us and our customers well and we will continue in this vein," said DHL Global Forwarding Asia Pacific head of ocean freight Karsten Michaelis.

He said he does not see any impact from the developing trend of port operators such as DP World becoming more involved in the feeder and intra-regional space. The product life cycle has shortened as a result of the pandemic and shipment bookings are being place at much shorter notice while carriers are also reacting much more quickly in terms of slot supply.

Evergreen joins responsible ship scrapping platform

TAIWANESE container line Evergreen Marine Corporation has made a commitment to responsible scrapping, becoming the 11th shipowner to publicly disclose its approach to ship recycling through the Ship Recycling Transparency Initiative online platform.

"We are committed to the planning of a completely sustainable lifecycle for our vessels from design, construction, operation and ultimately to decommissioning," said Evergreen in a statement.

Other shipowners to have signed up to the initiative include China Navigation Company, Hapag-Lloyd, Maersk, Norden, Stolt Tankers and Teekay.

Hatzigrigoris steps down from Maran Gas

MARAN Gas Maritime, the liquefied natural gas shipping management company of the Angelicoussis Group, said managing director Stavros Hatzigrigoris has stepped down.

Mr Hatzigrigoris, who is a naval architect and marine engineer, is widely seen as a pivotal figure in Greece's shipping industry with vast hands-on experience, in particular with tankers and LNG carriers.

The world's largest completely private shipping group said Mr Hatzigrigoris' departure was "part of an internal reorganisation within the company" although the parting was also presented as amicable.

Scorpio Bulkers turns to offshore wind

SCORPIO Bulkers, a US-listed owner and operator, has decided to branch out into the wind turbine market with a new order.

The company signed a letter of intent for a GustoMSC wind turbine installation vessel to be built at Daewoo Shipbuilding and Marine Engineering for scheduled delivery in September 2023.

The total project cost, which includes a leg encircling crane from Huisman Equipment BV, will be about $265m to $290m, subject to final design modifications, Scorpio Bulkers said in a statement. The contract is expected to be signed early in the fourth quarter, and will include options to construct up to an additional three units with similar specifications.

Shell signs charters for six LNG newbuilds

SHELL is chartering in six more liquefied natural gas tankers to be built in line with energy-efficient designs — to produce lower carbon footprints — in a deal signed with Knutsen LNG, Korea Line Corp and ICBC Financial Leasing.

The six 174,000 cu m tankers will be constructed by South Korea's Hyundai Heavy Industries and Hyundai Samho Heavy Industries. They are scheduled for delivery from mid-2023.

Shell Shipping & Maritime head Grahaeme Henderson said: "These ships will deliver a 60% reduction in carbon emissions compared with 2004 steam turbine LNG carriers.

UK coastguard invests in new radio network

BRITAIN'S Maritime and Coastguard Agency is to invest £170m ($221m) in a new fibre-based hybrid radio network designed to provide increased reliability, bandwidth and security for its coastguard activities.

The new network — described as a significant investment in telecommunications infrastructure in rural areas — will be built and maintained by Telent Technology Services, formerly part of the old Marconi Corporation.

The new network will enable HM Coastguard to communicate with ships in UK waters to advise on navigation hazards or receive distress alerts; track shipping through ships' automatic identification systems; launch and direct hundreds of lifeboats; and communicate with HM Coastguard helicopters, fixed wing planes, and emergency tugs.

WFW hires Marcus Dodds from Reed Smith

WATSON Farley & Williams has hired Reed Smith's co-head of LNG and offshore at partner level, the shipping law firm has announced.

Marcus Dodds, who specialises in dispute resolution, is a former master with over 30 years' experience in the maritime sector. His practice spans dry shipping, offshore and Admiralty matters, both contentious and non-contentious.

He acts as external legal adviser to the Society of International Gas Tanker & Terminal Operators, and sits on Lloyd's Register's classification committee.

Dorian posts strong quarter despite global dip in LPG volumes

VERY large gas carrier owner Dorian LPG has posted stronger earnings for the second calendar quarter of 2020, that is the first quarter in Dorian's financial year.

The US-listed owner of 24 modern VLGCs doubled its net income compared with last year's first quarter, reporting $12.2m.

Revenues jumped by 19.6% to $73.2m in the latest quarter. Dorian's fleet averaged time charter equivalent hire of $41,249 per day for the quarter, up by 39% from $29,671 in the same period last year.

For classified notices please view the next page.

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 **35** 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 **35** 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.