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Speculative boxship ordering returns as financial buyers eye sizzling container trades



SPECULATIVE INTEREST APPEARS to be making a comeback in the container shipping market, with investors placing an order for four 15,000 teu vessels without the backing of charter commitments.

Hyundai Heavy Industries has signed a contract, thought to be worth almost \$500m, with investors advised by JP Morgan Asset Management UK, Lloyd's List understands.

JP Morgan declined to comment on the market reports.

Delivery dates for the quartet are between late 2023 and early 2024, and design specifications are thought to include an option on choice of fuel and propulsion systems.

In recent years, most containerships have only been ordered in conjunction with a long-term charter contract so as to guarantee employment and steady revenue streams for the first 10 or 15 years. Speculative ordering by mostly German owners in the past was widely blamed for the severe over-supply of capacity that blighted the industry for many years.

However, with such strong market conditions right now and a healthy outlook, container shipping is starting to attract financial investors.

Furthermore, 15,000 teu-class ships are regarded in industry circles as a relatively safe bet, given their flexibility and suitability in numerous trade lanes. Seaspan and Zodiac Maritime are among the owners that have ordered 15,000 teu tonnage in recent months.

Despite more newbuilding activity, the size of the global orderbook remains relatively low at around 11% of existing capacity, compared with the peak of more than 60% prior to the 2008/09 financial crash.

JP Morgan Asset Management UK is believed to advise on a very large shipping portfolio that includes a variety of vessel types.

Late last year, Shell signed agreements for four LNG carriers with affiliates of Knutsen LNG, two LNG carriers with Korea Line Corporation, and two LNG carriers owned by investors advised by JP Morgan Asset Management, where Andrian Dacy is global head of transportation.

The US banking group does not invest directly in shipping assets but advises institutional investors.

The reported price for the 15,000 teu newbuildings of around \$120m apiece compares with closer to \$106m late last year, according to Clarkson Research. However, some recent orders for this size of ship are said to be in excess of \$130m each.

Charter rates for containerships of all sizes have soared over the past months as lines scrambled for capacity to meet a surge in cargo demand that has created congestion along supply chains.

But there are still concerns that speculative orders

risk being affected by uncertainty over both future fuels and the strength of the market.

“Ordering activity will in all likelihood be triggered by the container line companies, unlike the speculative orders of the past,” MPC Container Ships chief executive Constantin Baack said recently. “Add to that the technology question, which is still unanswered. If you are an owner, shipping is about managing the residual value risk.

“The value risk if you take a technology choice as an owner without a charter backing is significant. I would expect a lot of ordering to be backed by charters, and that is healthy,” said Mr Baack.

There are also questions over whether the current boom in container shipping will continue as the pandemic recedes and consumer spending returns to services.

Maersk ocean and logistics chief executive Vincent Clerc said that much of the growth in demand during the pandemic was based on government support to sustain consumption, and it was important to see how the pandemic would influence demand in the years to come.

“Market growth is significantly lower than what it has been in the past,” Mr Clerc said. “Looking at investment in new capacity with the same eyes as we had when expectations were for high growth doesn’t make sense.”

WHAT TO WATCH:

Hot dry bulk market spurs interest in secondhand ships

THE dry bulk market, which is witnessing the best first quarter in a number of years in what is traditionally a weak period, has generated a lot of buying interest for secondhand tonnage, especially for smaller-sized ships, according to a sales and purchase broker.

“There is a huge amount of interest in ships that have been undervalued for a long time,” said Simon Ward, Ursa shipbrokers’ Athens-based director.

There is a lot of money hanging around waiting to pick up used tonnage, given the current limited interest in spending on newbuildings based on the uncertainty over future environmental regulations, he said.

Sentiment is driving the spurt, which started earlier this year, although owners seem reluctant to part with their assets while the freight market is hot, he told a webinar.

The handysize market is outperforming the other size categories, which is an unusual trend.

The disconnect with the larger sizes boils down to the dispute between China and Australia, which has affected coal trades, mostly carried on capesizes and newcastlemaxes, according to Mr Ward.

China is sourcing coal from Indonesia, Russia and South Africa primarily on the smaller-sized vessels from kamsarmaxes down, he said.

A 10-year-old Japan-built supramax is up 40% since the start of the year, now priced at about \$14m, while a similarly-aged kamsarmax is at \$21m from \$15m just six weeks ago.

The hunger to pick up tonnage is even leading some buyers to close deals without surveys or inspections, said Mr Ward.

Fleet utilisation will remain high as the global economy and demand to transport dry bulk commodities continue to improve, he said, with signs of a healthy, sustained market emerging.

For every \$10,000 per day gain in the freight market, owners will receive an extra \$3m per year, leaving them awash with cash.

However, the current market climate should not be described as a supercycle, which is actually a reflection of high commodity prices. Mr Ward said. For shipping, it is the volumes and tonne-mile demand that matters.

There may be a supercycle coming for copper and rare earth materials given the focus on renewable energy, but that will be on pricing.

Bulkers act like trucks for moving raw materials around and he does not see “another China” emerge, nor does he see growth being retained in “this China” over the long term.

He predicts capesizes will become “stranded assets” over time mainly because of a decline in overall coal volumes.

ANALYSIS:

Shipbreaking compensation case faces big hurdles despite appeal win

THE chances of the widow of a Bangladeshi shipbreaking worker securing compensation in the English courts remain low, even though the Court of Appeal last week ruled that her case can proceed, according to legal experts.

The development follows the original application for summary judgment last July, with both that hearing and the subsequent appeal attracting significant attention because of the social justice aspect.

In the past 15 years, there have been 200 fatalities linked to shipbreaking yards in Chittagong alone. Many more workers have been disabled or seriously injured.

Successful litigation could potentially pave the way for similar cases from other shipbreaking yards, and perhaps from other industries across the developing world.

But while owners need to be aware of their risk of both criminal and civil liability when sending ships for scrapping, Hamida Begum’s claim against Angelicoussis-linked UK-based operator Maran Tankers looks unlikely to succeed, said lawyers.

The primary barrier seems to be that she instructed her solicitors within one year of her husband’s demise, which is within the limitation period to bring a claim in Bangladesh.

Ms Begum’s partner Khalil Mollah fell to his death while working on the demolition of 300,294 dwt very large crude carrier *Maran Centaurus* (IMO: 9073050) in 2018.

Justice Robert Jay ruled at first instance that her claim for unjust enrichment against Maran was unsustainable.

Nevertheless, he found there was a real prospect of success both in the claim of negligence, and in establishing that the claim is governed by English law.

He also rejected Maran’s attempt to have the case dismissed on the grounds that it was too far removed from the accident to have a duty of care, having sold the tanker for demolition to a Dubai-based company, and having no control over the operations of the shipbreakers.

Law firm Leigh Day, which acts for Ms Begum, contended that the company had the ability to control where the ship was scrapped, and opted for Bangladesh, despite awareness of that country’s poor record on safety.

It also argued that shipping companies cannot rely on contractual clauses from cash buyers stipulating the use of ethical shipyards, when it is obvious that these clauses will be ignored.

The Court of Appeal found that Maran could have a duty of care to shipbreaking workers in Bangladesh, even if third parties are involved in the transaction.

Leigh Day contended that the shipping industry takes deliberate advantage of Bangladesh's weak regulatory environment.

As a result, shipowners get top dollar for scrap vessels, in full knowledge that health and safety standards in Bangladesh are lower than in other countries.

Maran repeated its defence that it no control over the ship's ultimate destination. Nothing it could have, or should have, done would have avoided the risks to Mr Mollah

But Lord Justice Coulson said: "The appellant could, and should, have insisted on the sale to a so-called 'green' yard, where proper working practices were in place.

In an article, Leigh Day partner Oliver Holland and solicitor Rachel Bonner argue that the decision will have far-reaching implications for the shipping industry and the disposal of end-of-life vessels.

"The finding intensifies the international spotlight on environmental and health and safety practices across the maritime sector," they said.

That a defendant is not liable for harm caused by the acts of a third party is an accepted legal principle. But there is a well-established exception where a defendant is responsible for creating a state of danger which results in the third party causing injury to the claimant

"The judges' view of the creation of a state of danger by the defendant is key in the judgment, as is the

court's recognition that the case could be significant in the development of the law of negligence."

Sarah Prager, a barrister at 1 Chancery Court, has also published an analysis on the chambers' website.

Ms Prager pointed out that Ms Begum did not sue the most obvious tortfeasors, her husband's employers or the yard owners, but instead issued proceedings against the former managers of the vessel, an English company.

The claimant also alleged that the application of the one-year limitation period under Bangladeshi law would give rise to "undue hardship" in her case, even though she had instructed solicitors within a year of the accident.

However, Coulson LJ considered that there should be a preliminary hearing on the issue, to determine whether this was indeed so.

The matter has therefore been remitted to the Queen's Bench Division for trial of the preliminary issue as to whether the claim is time-barred by operation of the Bangladeshi limitation period.

But Ms Prager argued that while the Court of Appeal clearly sympathises with the claimant, the law most closely connected to her claims is that of Bangladesh, which has a one-year limitation period in place.

Ms Begum must now prove this limitation period constitutes undue hardship in her case, even though she instructed solicitors within the limitation period.

"It is suggested that, on what facts have emerged and are recorded in the judgments of Jay J and of the Court of Appeal, this will be a difficult task in the circumstances."

MARKETS:

Little relief in sight at US box terminals

THE number of containerships waiting to berth off Long Beach and Los Angeles has dipped slightly, but congestion at the key US container ports remains a constraint on supply chains.

Figures from the Marine Exchange of Southern California, which manages ship traffic for the two San Pedro Bay ports, show there were 22 boxships either at anchor or in drift boxes awaiting berths as of yesterday.

That figure is significantly down from the peak congestion that saw 48 containerships waiting for berths at one point in January, but another 17 are due to arrive within the next three days, reversing the recent decline.

The reduction in the waiting lists for berths has not, however, reduced the pressure on the US's congested terminals.

“All terminals continue to suffer from severe congestion due to the spike in import volumes,” Hapag-Lloyd said in a customer advisory.

While vaccination programmes had started at Los Angeles and Long Beach, the pandemic was still limiting the labour pool and the hours worked at the ports.

“The demand for available labour affects all terminals, turnaround time for truckers, inter-terminal transfers, the number of daily appointments available for gate transactions and generates delays in vessels operations,” Hapag-Lloyd said.

Further up the west coast in Oakland, a further 19 ships were at anchor or drifting in San Francisco Bay as of the end of last week.

“Berth congestion continues to worsen with ships waiting up to seven shifts at anchorage or beyond the Golden Gate Bridge,” it said.

Labour demand remained high in the port because of increased imports and vessels diverting to

Growing focus on offshore wind spurs tie-ups and IPOs

AN increased focus on the offshore wind market has attracted tie-ups, as well as plans for public listings.

US-based Crowley Maritime and Denmark’s Esvagt have joined forces to tap into the growing US market with plans to build new service operation vessels.

In line with the US Jones Act, Crowley will own and operate the vessels, while Esvagt will share in the “economics of the venture” as well as provide technical advice on the design, construction, and operation of these specialist vessels.

Esvagt operates mainly in the North Sea, transferring more than 115,000 personnel from the SOVs to offshore wind farm installations.

Crowley, which earlier this year formed a new energy division, said this latest partnership advances its quest to become a total life cycle service provider.

Service offerings include transportation of turbines during construction, industry-specific support vessels, shoreside terminaling and supply chain services from farm construction through decommissioning.

Oakland, and Oakland International Container Terminal had a berth out of commission for the assembly of new cranes.

On the east coast, Savannah had 20 ships at anchor last week, with vessels waiting four to five days for a berth.

New York/New Jersey was not suffering from the same berth congestion as its rivals, with most vessels arriving straight to berths, but on-dock dwell times for import volumes were still high, Hapag-Lloyd added.

“Empty containers are a major issue in the port area, with terminal inventories at maximum capacity,” it said. “In some cases terminals are restricting empty returns, which, in turn, is having an adverse impact on available chassis inventory and truck power. Where possible empty loader vessels are being employed to evacuate surplus inventory.”

Gate turn times for truckers were above normal for all terminals and depots, and port roadways were often congested because of long truck lines at several facilities.

Esvagt chief executive Peter Lytzen told Lloyd’s List that for a Danish company to operate in the US, it needed to partner with a US company in accordance with the Jones Act.

Two strong companies joining forces would create “an even stronger company”, he said, adding that operating an SOV requires a special skill set.

Currently, Esvagt has about 40 vessels, with some still operating in the oil and gas sectors. For wind projects, it has seven vessels in operation, with two to be delivered later this year — one in May and the other in September.

Besides the growth potential in the US, the company sees further growth in the UK, along the east coast.

In Europe, Wilhelmsen is also positioning itself to capture market opportunities through an increased stake in Edda Wind, a joint venture with Østensjø.

It plans an initial public offering of Edda Wind on the Euronext Growth Oslo exchange, formerly known as Merkur Market, to capitalise on the market potential.

Edda Wind, which launched in 2018, has two SOVs, designed to support the maintenance work conducted during the commissioning and operation of offshore wind parks.

It has four, low-emission service vessels on order, with delivery expected in 2022 which will be chartered out on long-term agreements to clients including Ørsted, Vestas and Ocean Breeze.

“The Wilhelmsen group’s strategy is very clear, to further expand into renewables, by working together with partners, and leveraging our expertise and assets,” said Wilhelmsen chief executive Thomas Wilhelmsen.

“So, finding an opportunity like this to work with Østensjø and invest in Edda Wind, a growing company, rapidly expanding its fleet with future-focused emission free vessel technologies is ideal.”

IN OTHER NEWS:

Greek-owned fleet hits record 350m dwt

CONFIDENCE in the dry bulk market has helped drive the Greek-owned merchant fleet to a record 350m dwt over the last 12 months, but tankers are the dominant tonnage type in a threadbare order book for Greek owners.

The world’s largest fleet has grown by 70 vessels and 9.6m dwt in the past 12 months to stand at 4,038 vessels of 350.6m dwt, according to an annual survey for the Greek Shipping Co-operation Committee.

Although by no means a record leap, it counts as the third-largest annual increase in capacity for the fleet since the boom years of 2006-2008.

UK exempts seafarers from travel quarantine rules

UK Chamber of Shipping has hailed its lobbying efforts as a success after seafarers will be exempt from having to quarantine.

The UK’s Department for Transport has announced that all seafarers, irrespective of nationality, will be exempt from the country’s “red list” restrictions from March 19.

“Seafarers who have been in a ‘red list’ country in the 10 days

preceding their arrival in the UK will be able to enter the UK to join their ships, take shore leave and/or return home without the need to spend 10 days in managed quarantine or be tested for Covid-19 after their arrival,” the chamber said.

Call for military action to break stricken tanker deadlock

A MILITARY resolution may be required to break the deadlock over a floating storage tanker in the Red Sea.

I.R. Consilium chief executive Ian Ralby wants a United Nations Security Council resolution to allow military action to help prevent a massive oil spill from *Safer* (IMO: 7376472).

The vessel, which has been left to rust off Yemen’s port of Ras Isa since 2015, is carrying 1.1m barrels of oil.

Ardmore Shipping launches hydrogen joint venture

NEW York-listed Ardmore Shipping Corp has entered into a joint venture with a private equity firm and a start-up to develop methanol to hydrogen marine propulsion technology.

The owner-operator of an 18-strong product tanker fleet, has signed a deal with private equity firm Maritime Partners and hydrogen-focused Element 1 Corp.

The deal will see Maritime Partners injecting \$40m into Ardmore in two tranches in exchange for perpetual preferred shares pegged at a dividend payout of 8.5% per annum.

Biden eyes infrastructure but maritime ranks low

INFRASTRUCTURE is expected to be the next big legislative priority for the Biden administration now that the president has signed his flagship \$1.9trn coronavirus relief bill.

Calls for increased spending on infrastructure have come from both Democrats and Republicans, as well as leaders in business, industry and labour. But maritime is likely to be lower on the list of priorities than many would prefer.

“Conversations are taking place right now, as you’ve seen — Oval Office meetings with the president, leaders from both parties, from both houses. It’s fair to say that in short order you’re going to be seeing more,” said US Transportation Secretary Pete Buttigieg.

Korea Shipbuilding wins newbuild contracts worth \$700m

KOREA Shipbuilding & Offshore Engineering said its subsidiary yards have won another string of tanker orders worth Won823bn (\$728m).

In addition to the \$500m deals announced last month, the latest orders will push the total amount of newbuilding contracts won by the South Korean builder so far this year to 56 ships, or \$4.4bn, hitting nearly 30% of its 2021 target.

Four very large crude carriers were signed by an unidentified European company, said Seoul-listed KSOE in an exchange filing.

Panama seeks IMO's help for seafarers caught in China-Australia row

PANAMA is seeking the International Maritime Organization's help for shipowners and seafarers who have been stranded in China because of the trade dispute with Australia.

Vessels carrying Australian coal have been stranded after tensions rose between Beijing and Canberra following calls by

the Australian government for an international investigation into the origins of the coronavirus outbreak and after Australia refused Huawei, the Chinese telecoms operator, permission to set up a 5G network.

China has refused to allow 74 vessels with more than 1,500 crew of many nationalities to discharge cargo at its ports, Panama said.

Castor continues fleet expansion with kamsarmax deal

CASTOR Maritime, the Nasdaq-listed shipowner, has further expanded its fleet with an eighth acquisition since the start of the year.

The latest addition is another kamsarmax bulker, a type that the company has favoured in recent weeks.

Kamsarmaxes have accounted for five of its recent purchases

after the owner concentrated solidly on standard panamax in 2020.

Castor said that it has agreed a price of \$16.9m for the vessel, which was built in Japan in 2011.

Wärtsilä says scrubbers could store CO2 emissions

FINNISH marine technology company Wärtsilä says scrubbers could be used to store carbon dioxide emissions from ship exhausts.

The company makes scrubbers and said findings from its early research suggested carbon capture and storage from ships was "technically viable for the sector to pursue".

It is installing a one-megawatt pilot plant at a testing facility in Norway to test carbon capture and storage technologies in different conditions.

Classified notices follow



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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, and subsequently notices related to the application were published on the 29 July 2020 and the 5 August 2020.

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 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 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 through our website at <https://ymgyngghori.cyfoethnaturiol.cymru/english> 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, 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, ac wedi hynny cyhoeddwyd hysbysïadau cysylltiedig â'r cais ar 29 Gorffennaf 2020 a 5 Awst 2020

Mae **Menter Môn Morlais Limited** wedi cyflwyno cais i CNC am drwydded forol dan Ran 4 Deddf y Môr a Mynediad i'r Arfordir 2009 ar gyfer prosiect arddangos llanwol 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 llanwol 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 ac yn darparu llwybr a fydd yn cael ei rannu at gysylltiad grid lleol drwy naw cynffon cebl allforio, is-orsaf glanfa ar y tir, a llwybr ceblau trydan ar y tir at gysylltiad drwy is-orsaf cysylltiad grid.

Gellir hefyd cael 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 ddogfennau 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'r dogfennau ategol ar gael mewn man cyhoeddus yn ystod y cyfnod hwn.

Dylai unrhyw un sy'n dymuno cyflwyno sylwadau ynghylch yr wybodaeth ychwanegol wneud hynny'n ysgrifenedig i CNC yn y Gwasanaeth Trwyddedu, Cyfoeth Naturiol Cymru, Tŷ Cambria, 29 Ffordd Casnewydd, Caerdydd, CF24 0TP, neu drwy ein gwefan yn <https://ymgyngghori.cyfoethnaturiol.cymru> o fewn 42 o ddiwrnodau yn dilyn yr 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 CNC eu hanfon at yr ymgeisydd ac efallai y byddant ar gael yn gyhoeddus hefyd.

Mae CNC yn 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 CNC yn 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.



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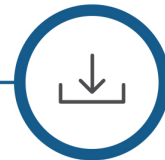
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