

# Agenda – Pwyllgor yr Economi, Masnach a Materion Gwledig

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Lleoliad: I gael rhagor o wybodaeth cysylltwch a:  
Ystafell Bwyllgora 3 – Senedd **Robert Donovan**  
a fideogynadledda drwy Zoom Clerc y Pwyllgor  
Dyddiad: Dydd Iau, 6 Mawrth 2025 0300 200 6565  
Amser: 09.30 [SeneddEconomi@senedd.cymru](mailto:SeneddEconomi@senedd.cymru)

## Hybrid

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### Rhag-gyfarfod preifat

09.15 – 09.30

### Sesiwn gyhoeddus

09.30 – 14.30

#### 1 Cyflwyniadau, ymddiheuriadau, dirprwyon a datgan buddiannau

09.30

#### 2 Papurau i'w nodi

09.30

##### 2.1 Cydsyniad Deddfwriaethol: Y Bil Hawliau Cyflogaeth

(Tudalennau 1 – 6)

##### Dogfennau atodol:

Llythyr oddi wrth y Gweinidog Diwylliant, Sgiliau a Phartneriaeth

Gymdeithasol at Gadeirydd y Pwyllgor Deddfwriaeth, Cyfiawnder a'r

Cyfansoddiad – 7 Chwefror 2025

Llythyr oddi wrth y Llywydd a Chadeirydd Comisiwn y Senedd at Gadeirydd y

Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad – 13 Chwefror 2025



Llythyr oddi wrth y Cadeirydd at Gadeirydd y Pwyllgor Deddfwriaeth,  
Cyfiawnder a'r Cyfansoddiad – 13 Chwefror 2025

## **2.2 Craffu ar Gyllideb Ddrafft Llywodraeth Cymru ar gyfer 2025–26**

(Tudalennau 7 – 8)

### **Dogfennau atodol:**

Llythyr oddi wrth Ffederasiwn Hyfforddiant Cenedlaethol Cymru – 11  
Chwefror 2025 (Saesneg yn unig)

## **2.3 Cyfarfod y Pwyllgor Sefydlog Rhyngweinidogol**

(Tudalennau 9 – 13)

### **Dogfennau atodol:**

Llythyr oddi wrth y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros  
Newid Hinsawdd a Materion Gwledig at Gadeirydd y Pwyllgor Deddfwriaeth,  
Cyfiawnder a'r Cyfansoddiad – 13 Chwefror 2025

Llythyr oddi wrth y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros  
Newid Hinsawdd a Materion Gwledig at Gadeirydd y Pwyllgor Deddfwriaeth,  
Cyfiawnder a'r Cyfansoddiad – 26 Chwefror 2025

## **2.4 Cyfarfod y Grŵp Rhyngweinidogol ar gyfer Busnes a Diwydiant**

(Tudalen 14)

### **Dogfennau atodol:**

Llythyr oddi wrth Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio  
at Gadeirydd y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad – 17  
Chwefror 2025

## **2.5 Hybu Cig Cymru**

(Tudalennau 15 – 16)

### **Dogfennau atodol:**

Llythyr oddi wrth y Cadeirydd at randdeiliaid – 18 Chwefror 2025

## 2.6 Teitlau 'Arglwydd y Faenor'

(Tudalennau 17 – 18)

### **Dogfennau atodol:**

Llythyr oddi wrth y Cadeirydd at y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid Hinsawdd a Materion Gwledig – 21 Chwefror 2025

## 2.7 Gwaith yn dilyn cyfarfod y Pwyllgor a gynhaliwyd ar 5 Chwefror 2025

(Tudalennau 19 – 20)

### **Dogfennau atodol:**

Llythyr oddi wrth y Cadeirydd at y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid Hinsawdd a Materion Gwledig – 24 Chwefror 2025

## 2.8 Gwaith yn dilyn cyfarfod y Pwyllgor a gynhaliwyd ar 12 Chwefror 2025 – Llywybrau prentisiaeth

(Tudalennau 21 – 23)

### **Dogfennau atodol:**

Llythyr oddi wrth y Cadeirydd at Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio – 25 Chwefror 2025

## 2.9 Llywybrau prentisiaeth

(Tudalennau 24 – 31)

### **Dogfennau atodol:**

Llythyr oddi wrth y Sefydliad Cynllunio Trefol Brenhinol yng Nghymru – 14 Chwefror 2025 (Saesneg yn unig)

Llythyr oddi wrth y Cadeirydd at gyd-Gadeiryddion y Grŵp Trawsbleidiol ar Brentisiaethau – 25 Chwefror 2025

Llythyr oddi wrth y Cadeirydd at Estyn – 25 Chwefror 2025

Llythyr oddi wrth y Cadeirydd at Gyngor Ysgolion Annibynnol Cymru – 25 Chwefror 2025

## 2.10 Dyfodol Dur yng Nghymru

(Tudalennau 32 – 35)

### Dogfennau atodol:

Llythyr oddi wrth Ysgrifennydd Gwladol Cymru, Llywodraeth y DU – 25

Chwefror 2025 (Saesneg yn unig)

## 2.11 Difrod a chau porthladd Caergybi yn dilyn storm – tystiolaeth ychwanegol

(Tudalennau 36 – 40)

### Dogfennau atodol:

Ffederasiwn Busnesau Bach Cymru (Saesneg yn unig)

Logistics UK (Saesneg yn unig)

## 3 Difrod a Chau Porthladd Caergybi yn Dilyn Storm – Panel 1 – Porthladdoedd

09.30 – 10.30

(Tudalennau 41 – 67)

Richard Ballantyne, Prif Weithredwr, Cymdeithas Porthladdoedd Prydain

Ian Davies, Materion Llywodraeth, Stena Line, Stena Line Ports

Anna Malloy, Cyfarwyddwr Cyfathrebu a Marchnata, Porthladd

Aberdaugleddau

### Dogfennau atodol:

Briff Ymchwil

Papur tystiolaeth – Stena Line Ports (Saesneg yn unig)

## Egwyl

10.30 – 10.40

#### **4 Difrod a Chau Porthladd Caergybi yn Dilyn Storm – Panel 2 – Masnach a logisteg**

10.40 – 11.40

(Tudalennau 68 – 73)

Martin Reid, Cyfarwyddwr Polisi ar gyfer Cymru, y Gymdeithas Cludo ar y Ffyrdd

Liam Lacey, Cyfarwyddwr, y Swyddfa Datblygu Forol Wyddelig

Eugene Drennan, Rheolwr, Cymdeithas Cludo ar y Ffyrdd Iwerddon

Yr Athro Andrew Potter, Athro ym maes Logisteg a Thrafnidiaeth, Prifysgol Caerdydd

##### **Dogfennau atodol:**

Papur tystiolaeth – y Gymdeithas Cludo ar y Ffyrdd (Saesneg yn unig)

Papur tystiolaeth – yr Athro Andrew Potter (Saesneg yn unig)

#### **Egwyl**

11.40 – 11.50

#### **5 Difrod a Chau Porthladd Caergybi yn Dilyn Storm – Panel 3 – Busnes a Llywodraeth Leol**

11.50 – 12.50

(Tudalennau 74 – 79)

Christian Branch, Pennaeth Gwasanaethau Rheoleiddio a Datblygu

Economaidd Cyngor Sir Ynys Môn

Sarah Bailey, Prif Swyddog Gweithredol, Siambr Fasnach Gogledd Cymru a Gorllewin Swydd Gaer

Howard Browes, Cadeirydd, Fforwm Busnes Cybi a pherchennog busnes yng Nghaergybi

##### **Dogfennau atodol:**

Papur tystiolaeth – Cyngor Sir Ynys Môn

## **Egwyl ginio**

12.50 – 13.30

### **6 Difrod a Chau Porthladd Caergybi yn Dilyn Storm – Panel 4 – Llywodraeth Cymru**

13.30 – 14.30

Ken Skates AS, Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru,  
Llywodraeth Cymru

Rebecca Evans AS, Ysgrifennydd y Cabinet dros yr Economi, Ynni a  
Chynllunio, Llywodraeth Cymru

Duncan Hamer, Cyfarwyddwr, Gweithrediadau – Busnes a Rhanbarthau,  
Llywodraeth Cymru

Steven McGregor, Dirprwy Gyfarwyddwr – Gogledd Cymru, Llywodraeth  
Cymru

Stephen Rowan, Dirprwy Gyfarwyddwr – Cysylltedd Cenedlaethol a  
Rhyngwladol, Llywodraeth Cymru

### **7 Cynnig o dan Reol Sefydlog 17.42(ix) i benderfynu gwahardd y cyhoedd o weddill y cyfarfod ac ar gyfer eitemau 1, 2 a 3 o'r cyfarfod ar 12 Mawrth 2025**

14.30

## **Sesiwn breifat**

14.30 – 14.45

### **8 Trafod tystiolaeth yn dilyn y cyfarfod**

14.30 – 14.45

Eich cyf/Your ref  
Ein cyf/Our ref JS/10689/24

7 Chwefror 2025

Annwyl Mike,

Diolch ichi am eich llythyr 31 Ionawr ar ran y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad ynghylch y Bil Hawliau Cyflogaeth a chydsyniad deddfwriaethol.

Rwy'n falch o roi rhagor o wybodaeth am y Bil i lywio ystyriaeth y Pwyllgor o'r memorandwm cydsyniad deddfwriaethol a'r memorandwm cydsyniad deddfwriaethol atodol a osodais ar 5 a 19 Rhagfyr yn y drefn honno.

Mae cynnwys Comisiwn y Senedd yng nghwmpas cymal 26 yn deillio o'i restru yn Rhan 1 o Atodlen 19 i Ddeddf Cydraddoldeb 2010 (o dan y pennawd "Cyrrff Seneddol a Datganoledig"). Mae Corff Corfforaethol Seneddol yr Alban o fewn cwmpas yn yr un modd. At ddibenion Deddf 2010 a deddfwriaeth gysylltiedig, mae'r cyrrff seneddol hyn yn wahanol i awdurdodau cyhoeddus datganoledig eraill Cymru a'r Alban.

Mae'r gofyniad bod un o Weinidogion y Goron yn ymgynghori â Gweinidogion Cymru cyn gwneud rheoliadau o dan adran 78A newydd yn gymwys dim ond pan fo'r rheoliadau'n gymwys i gorff a restrir yn Rhan 4 o Atodlen 19 i Ddeddf 2010. Nid yw'r gofyniad i ymgynghori yn gymwys mewn perthynas â rheoliadau sy'n gymwys i Gomisiwn y Senedd am ei fod wedi'i restru yn Rhan 1 o'r Atodlen, nid Rhan 4.

O ran cymalau 49, 52 a 54, mae'r darpariaethau hyn yn ystyried materion datganoledig yn unol â Rheol Sefydlog 29. Felly, aseswyd bod angen cydsyniad y Senedd.

O ran cymal 25, bydd rheoliadau a wneir gan Weinidogion Cymru o dan adran 83C newydd Deddf Caffael 2023 yn ddarostyngedig i'r weithdrefn gadarnhaol yn y Senedd (yn unol â'r diwygiadau i adran 122(10) o Ddeddf 2023).

Sylwch bod rhifau'r cymalau a ddefnyddir uchod yn cyfateb i'r rhifau yn y Bil pan y'i cyflwynwyd, er cysondeb â'ch llythyr a hefyd y memorandwm cydsyniad deddfwriaethol a'r memorandwm cydsyniad deddfwriaethol atodol. Mae'r fersiwn o'r Bil a gyhoeddwyd ar 27

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:  
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Rydym yn croesawu derbyn gohebiaeth yn y Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Tudalen y pecyn 1

Ionawr yn dilyn gwelliannau yng nghyfnod craffu'r Pwyllgor yn defnyddio rhifau wedi'i ddiweddarau.

Rwy'n anfon copi o'r llythyr hwn at y Llywydd a Chadeirydd Comisiwn y Senedd, Cadeirydd Pwyllgor yr Economi, Masnach a Materion Gwledig a Chadeirydd y Pwyllgor Cydraddoldeb a Chyfiawnder Cymdeithasol.

Yn gywir,

A handwritten signature in black ink that reads "JACK SARGEANT". The signature is written in a cursive style and is underlined with a single horizontal line.

**Jack Sargeant AS/MS**

Y Gweinidog Diwylliant, Sgiliau a Phartneriaeth Gymdeithasol  
Minister for Culture, Skills and Social Partnership

Mike Hedges AS  
Cadeirydd y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad  
Senedd Cymru  
Bae Caerdydd  
Caerdydd  
CF99 1SN

13 Chwefror 2025

Annwyl Mike,

### **Bil Hawliau Cyflogaeth**

Diolch am eich llythyr dyddiedig 31 Ionawr ar ran y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad mewn perthynas â'r Bil Hawliau Cyflogaeth a chydsyniad deddfwriaethol.

Ar ôl adolygu cymal 26 o'r Bil hwn sy'n mewnosod adran 78A newydd yn Neddf Cydraddoldeb 2010, nodwn y bydd Comisiwn y Senedd yn cael ei ddal o fewn cwmpas yr adran newydd hon. Bydd yr ardan 78A newydd, os y caiff ei deddfu, yn galluogi gwneud rheoliadau sy'n ei gwneud yn ofynnol i gyflogwyr a chyrrff cyhoeddus penodol baratoi a chyhoeddi "cynllun gweithredu cydraddoldeb" yn ymdrin â materion cydraddoldeb rhywedd.

Rydym yn cadarnhau na ymgynghorwyd â ni ac na chawsom unrhyw ymgysylltiad â Llywodraeth y DU mewn perthynas â'r ddarpariaeth hon. Oherwydd natur gyfyngedig y wybodaeth sydd ar gael, nid ydym yn glir beth fyddai unrhyw reoliadau yn y dyfodol yn eu cynnwys. Hoffem, felly, weld y Bil yn cael ei ddiwygio fel bod y Comisiwn yn cael ei gynnwys fel ymgynghorai statudol er mwyn caniatáu cyfle i ni wneud sylwadau ar unrhyw gynigion ar gyfer unrhyw reoliadau dilynol.



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Rhowch wybod i ni os gallwn fod o unrhyw gymorth pellach i'r pwyllgor.

Cofion gorau,



Elin Jones AS

Llywydd a Chadeirydd Comisiwn y Senedd

Croesewir gohebiaeth yn Gymraeg neu Saesneg / We welcome correspondence in Welsh or English



Mike Hedges AS  
Cadeirydd  
Y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad

13 Chwefror 2025

Annwyl Mike

### **Cydsyniad Deddfwriaethol: Y Bil Hawliau Cyflogaeth**

Mae'r Pwyllgor Busnes wedi cyfeirio'r Memorandwm Cydsyniad Deddfwriaethol ar y Bil Hawliau Cyflogaeth at ein Pwyllgor, a bwriadwn gyhoeddi adroddiad ar y materion polisi maes o law. Yn ystod ein hystyriaeth o'r Memorandwm Cydsyniad Deddfwriaethol, fodd bynnag, roeddem mor bryderus ynglŷn â Chymal 26 o'r Bil, fel y cyfeirir ato yn y Memorandwm Cydsyniad Deddfwriaethol, nes bod y Pwyllgor yn teimlo ei bod yn briodol fy mod yn ysgrifennu atoch a mynegi ein barn.

Fel y gwyddoch, mae Cymal 26 yn mewnosod adran 78A newydd yn Neddf Cydraddoldeb 2010 sy'n galluogi gwneud rheoliadau sy'n ei gwneud yn ofynnol i gyflogwyr a chyrrff cyhoeddus penodol baratoi a chyhoeddi "cynllun gweithredu cydraddoldeb". Nodwn, er fod y rhan fwyaf o gyrrff cyhoeddus datganoledig Cymru wedi'u heithrio, mae'r ddarpariaeth hon yn gymwys i Gomisiwn y Senedd. Cawsom ein synnu'n arbennig hefyd, er bod Cymal 26 yn nodi bod yn rhaid i Weinidog y Goron ymgynghori â Gweinidogion Cymru cyn gwneud rheoliadau sy'n gymwys i gyrrff cyhoeddus penodol nad ydynt wedi'u datganoli sy'n gweithredu yng Nghymru, nad oes gofyniad o'r fath wrth wneud rheoliadau sy'n gymwys i Gomisiwn y Senedd.

Teimlwn ei bod yn gwbl amhriodol i Lywodraeth y DU gymryd pwerau sy'n caniatáu iddi osod gofynion ar Gomisiwn y Senedd ynghylch sut y mae'n gweithredu, yn enwedig yng ngoleuni'r ffaith na fydd gofynion o'r fath yn gymwys i awdurdodau datganoledig eraill yng Nghymru. Yn ein barn ni, dylai Comisiwn y Senedd fod yn atebol i'r Senedd ac nid i Weinidogion Llywodraeth y DU.

Byddwn yn cynnwys rhywfaint o fanylion am hyn yn ein hadroddiad. Fel y Pwyllgor sy'n arwain ar faterion cyfansoddiadol, fodd bynnag, roeddem yn teimlo ei bod hefyd yn briodol i nodi'r pryderon hyn gyda chi.

Rwyf hefyd yn anfon copi o'r llythyr hwn at Joyce Watson AS, yn ei rôl fel Comisiynydd Cydraddoldeb y Senedd, Jack Sargeant AS, fel y Gweinidog sy'n gyfrifol am y Memorandwm Cydsyniad Deddfwriaethol, a Chadeirydd y Pwyllgor Cydraddoldeb a Chyfiawnder Cymdeithasol, sydd hefyd yn ystyried y Memorandwm Cydsyniad Deddfwriaethol hwn.

Cofion cynnes,



Andrew RT Davies AS

Cadeirydd: Pwyllgor yr Economi, Masnach a Materion Gwledig

Croesewir gohebiaeth yn Gymraeg neu Saesneg

CC: Joyce Watson AS, Comisiynydd Cydraddoldeb y Senedd

Jack Sargeant AS, Y Gweinidog Diwylliant, Sgiliau a Phartneriaeth Gymdeithasol, Llywodraeth Cymru

Jenny Rathbone AS, Cadeirydd, Y Pwyllgor Cydraddoldeb a Chyfiawnder Cymdeithasol



## **To the Members of the Economy, Trade and Rural Affairs Committee,**

I am writing on behalf of the National Training Federation for Wales (NTFW) in response to your scrutiny of the Welsh Government's Draft Budget. We appreciate the Committee's thorough examination and would like to echo your findings while highlighting some critical points from our perspective.

As identified within the report additional investment is essential to help with the cost-of-living increases, develop new apprenticeships, and support critical sectors such as Health and Social Care and Construction. This investment is crucial to meet government priorities and support the NHS and drive economic growth.

### **Challenges Faced by Apprenticeship Providers highlighted in the scrutiny report:**

1. **Cost of Living Crisis:** The ongoing cost of living crisis continues to put pressure on the apprenticeship provider network, with delivery costs increasing in line with inflation. This financial strain makes it challenging to maintain the quality and accessibility of apprenticeship programs.
2. **Loss of European Structural Funds (ESF):** The actual outturn for the apprenticeship programme for 2023-24 included significant funding from ESF, which is no longer available. This loss has led to a reduction in the overall budget, further exacerbating financial pressures on providers.
3. **Inflationary Pressures:** The cost of delivering apprenticeship services is increasing due to inflation, adding further financial strain on providers. Without additional investment, it will be difficult to sustain current programs and develop new ones to meet the evolving needs of the workforce.

### **The Need for Additional Investment:**

While we appreciate the efforts to protect the apprenticeship budget, a cash flat budget does not account for the rising costs and the need for expansion. Additional investment is necessary to:

- **Support the Cost-of-Living Increase:** Ensuring that apprenticeship providers can continue to deliver high-quality training despite rising costs.
- **Develop New Apprenticeships:** Creating new apprenticeship opportunities in emerging sectors to meet future workforce demands.

- **Support Critical Sectors:** Investing in apprenticeships for Health and Social Care, Construction, and other critical sectors to address skills shortages and support economic growth.

### **Impact on critical apprenticeship sectors**

The health and social care sector is an integral part of Wales's society, addressing the needs of the most vulnerable populations. Despite its significance, the sector faces persistent challenges, including recruitment and retention issues, skills shortages, and the increasing complexity of care needs. Apprenticeships have been identified as a vital solution to these problems, providing accessible pathways to skilled roles and long-term careers in the sector.

Yet, immediately after last year's cut to the apprenticeship budget, there was a 34% reduction in starts on Level 2 Health and Social Care apprenticeships – the critical qualification needed to work in the sector. This dramatic decrease was highlighted in the latest apprenticeship data published by the Welsh Government, covering Quarter 3 of 2023/24 (Feb-April 2024).

The Cebr report, commissioned by NTFW and ColegauCymru, further underscores the severe impact of these funding cuts. The report highlights that nearly 6,000 fewer apprenticeship starts were recorded in Wales this year, with a £50.3 million short-run impact on the economy. The health and social care sector, along with construction, has been disproportionately affected, exacerbating existing challenges in these critical areas. Additionally, the funding cuts have disproportionately impacted the most deprived communities in Wales, further widening the socio-economic gap.

It is likely that this trend will continue, potentially undermining the additional £649m investment the Welsh Government is making in the health and social care sector.

In conclusion, we urge the Welsh Government to consider the unintended consequences of a cash flat apprenticeship budget and the need for additional investment. By addressing these challenges, we can ensure that apprenticeship programs continue to thrive, supporting the NHS and driving economic growth in Wales.

Thank you for your attention to these important matters.

Yours sincerely,



Lisa Mytton

Strategic Director

NTFW

Huw Irranca-Davies AS/MS  
Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros  
Newid Hinsawdd a Materion Gwledig  
Deputy First Minister and Cabinet Secretary for Climate  
Change and Rural Affairs



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref: PO/HIDCC/0058/25

Mike Hedges AS  
Cadeirydd  
Y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad  
Senedd Cymru  
Bae Caerdydd  
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13 Chwefror 2025

Annwyl Mike,

Yn dilyn fy llythyr dyddiedig 2 Rhagfyr 2024, cynrychiolais Lywodraeth Cymru yn seithfed cyfarfod y Pwyllgor Sefydlog Rhyng-Weinidogol ar 3 Rhagfyr 2024. Mae disgwyl i gyfathrebiad ynglŷn â'r cyfarfod hwn gael ei gyhoeddi ar [wefan Llywodraeth y DU](#) yn y ffordd arferol.

Cadeiriwyd y cyfarfod gan Ganghellor Dugiaeth Caerhirfryn a'r Gweinidog dros Gysylltiadau Rhynglywodraethol, y Gwir Anrhydeddus Pat McFadden AS.

Y gweinidogion eraill oedd yn bresennol oedd:

O Lywodraeth y DU: Y Gweinidog Gwladol dros Bolisi Masnach a Diogelwch Economaidd, y Gwir Anrhydeddus Douglas Alexander AS; Ysgrifennydd Gwladol Cymru, y Gwir Anrhydeddus Jo Stevens AS; ac Ysgrifennydd Gwladol yr Alban, y Gwir Anrhydeddus Ian Murray AS.

O Lywodraeth yr Alban Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros yr Economi a'r Gaeleg, Kate Forbes ASA.

O Weithrediaeth Gogledd Iwerddon: Y Prif Weinidog Michelle O'Neill ACD; a'r Dirprwy Brif Weinidog Emma Little-Pengelly ACD.

Galluogodd yr agenda drafodaeth ar ystod o faterion, gan gynnwys: gwytnwch ac ymatebion pob llywodraeth i adroddiad Modiwl 1 Ymchwiliad Covid-19 y DU a oedd yn canolbwyntio ar gynllunio cyn y pandemig; a'r Rhaglen Fframweithiau Cyffredin a Deddf Marchnad Fewnol y DU (2020).

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Rydym yn croesawu derbyn gohebiaeth yn y Gymraeg. Byddwn yn ateb i ohebiaeth a dderbynnir yn Gymraeg yn yr un iaith ac ni fydd gohebu yn y Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Tudalen y pecyn 9

Mewn perthynas â'r drafodaeth ar wytnwch ac ymateb pob llywodraeth i adroddiad cyntaf Covid-19 y DU, amlygais ei bod yn bwysig i'r adroddiad hwn a hefyd adroddiadau yn y dyfodol ein bod yn gweithio gyda'n gilydd fel llywodraethau ledled y DU. Er bod Llywodraeth Cymru yn gyffredinol yn cefnogi'r argymhellion mewn egwyddor, codais bwysigrwydd ymatebion i'r argymhellion gan ystyried gwahaniaethau yn y setliadau datganoli ar draws ein gwledydd. Yn ogystal, mae absenoldeb cyllid canlyniadol Barnett ar gyfer materion wrth gefn sifil yn cyfyngu ar fuddsoddiad yn yr agenda bwysig hon. Amlinellais hefyd y byddai Llywodraeth Cymru yn hoffi cryfhau ymgysylltiad traws-DU ar wytnwch ar lefel Weinidogol.

Fel rhan o'r drafodaeth sy'n ymwneud â'r Rhaglen Fframweithiau Cyffredin, amlygais, lle mae Fframweithiau Cyffredin wedi'u hymgorffori ar hyn o bryd, fod Fframweithiau Cyffredin yn enghraifft gadarnhaol o waith rhynglywodraethol effeithiol ac wedi creu lle ar gyfer arloesi o fewn cymwyseddau datganoledig. Yn anffodus, dros y blynyddoedd diwethaf, profiad Llywodraeth Cymru o Ddeddf Marchnad Fewnol y DU (2020) yw ei bod wedi tanseilio pwrpas Fframweithiau Cyffredin. Felly, rhaid gosod y cydadwaith rhwng y ddau wrth wraidd trafodaethau ar y materion hyn.

Yn y cyd-destun hwn, trafododd y Pwyllgor hefyd Ddeddf Marchnad Fewnol y DU (2020) a'r cynlluniau ar gyfer yr adolygiad statudol yn 2025. Pwysleisiais ein gobaith y bydd y gwaith hwn yn darparu llwyfan ar gyfer diwygio i fynd i'r afael â'r problemau cyfansoddiadol difrifol gyda'r Ddeddf. Tynnais sylw at ffocws Llywodraeth Cymru ar dwf a'r rôl bwysig y gall marchnad fewnol sy'n gweithredu'n dda ei chwarae, ond fe wnes i'n glir nad y Ddeddf fel y mae'n sefyll yw'r dull cywir. Cynigiais weithio gyda Llywodraeth y DU a llywodraethau datganoledig eraill ar ddull o ddiwygio llywodraethu marchnad fewnol y DU mewn ffordd a oedd yn croesawu datganoli. Roeddwn yn edrych ymlaen at gydweithio ar y materion hyn wrth i'r Ddeddf gael ei hadolygu'n statudol yn 2025.

Ni thrafodwyd eitem agenda ar Gonfensiwn Sewel a deddfwriaeth y DU oherwydd cyfyngiadau amser, ac felly rwy'n disgwyl i'r materion hyn ymddangos mewn cyfarfodydd yn y dyfodol.

Disgwylir i'r Pwyllgor Sefydlog Rhyng-Weinidogol nesaf gael ei gynnal ddechrau gwanwyn 2025, gyda threfniadau cadeirio i'w penderfynu.

Rwy'n anfon copi o'r llythyr hwn at y Prif Weinidog, y Gwir Anrhydeddus Eluned Morgan AS, Ysgrifennydd y Cabinet dros Gyllid a'r Gymraeg, y Gwir Anrhydeddus Mark Drakeford AS, Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio, Rebecca Evans AS, y Cwnsler Cyffredinol a'r Gweinidog Cyflawni, Julie James AS, yn ogystal ag at Gadeiryddion y Pwyllgor Cyllid, Pwyllgor yr Economi, Masnach a Materion Gwledig, ar y Pwyllgor Diwylliant, Cyfathrebu, y Gymraeg, Chwaraeon, a Chysylltiadau Rhyngwladol.

Yn gywir,



**Huw Irranca-Davies AS/MS**

Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid Hinsawdd  
a Materion Gwledig

Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs

Huw Irranca-Davies AS/MS  
Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros  
Newid Hinsawdd a Materion Gwledig  
Deputy First Minister and Cabinet Secretary for Climate  
Change and Rural Affairs



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref: PO/HIDCC/0094/25

Mike Hedges AS  
Cadeirydd  
Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad  
Senedd Cymru  
Bae Caerdydd  
Caerdydd  
CF99 1SN

26 Chwefror 2025

Annwyl Mike,

Rwy'n ysgrifennu yn unol â'r cytundeb cysylltiadau rhyng-sefydliadol i'ch hysbysu am seithfed cyfarfod y Pwyllgor Sefydlog Rhyng-Weinidogol (IMSC), a gynhelir ar 27 Chwefror 2025.

Bydd y Pwyllgor Sefydlog yn cael ei gyd-gadeirio gan Brif Weinidog a Dirprwy Brif Weinidog Gogledd Iwerddon. Byddaf yn cynrychioli Llywodraeth Cymru yn y cyfarfod rhithwir hwn. Rwy'n rhagweld y bydd y cyfarfod yn gyfle i drafod y defnydd o dechnoleg wrth ddiwygio gwasanaethau cyhoeddus yn ogystal â materion allweddol eraill sydd o ddiddordeb i'r ddwy ochr.

Rwyf wedi copïo'r llythyr hwn at Gadeiryddion y Pwyllgor Cyllid, Pwyllgor yr Economi, Masnach a Materion Gwledig, y Pwyllgor Diwylliant, Cyfathrebu, y Gymraeg, Chwaraeon a Chysylltiadau Rhyngwladol a'r Pwyllgor Iechyd a Gofal Cymdeithasol.

Byddaf yn rhoi'r wybodaeth ddiweddaraf ar ôl y cyfarfod.

Yn gywir,

**Huw Irranca-Davies AS/MS**

Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros Newid Hinsawdd  
a Materion Gwledig

Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:  
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[Correspondence.Huw.Irranca-Davies@gov.wales](mailto:Correspondence.Huw.Irranca-Davies@gov.wales)

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

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Tudalen y pecyn 11







Llywodraeth Cymru  
Welsh Government

Ein cyf: DC-RE-10655-24

Mike Hedges AS  
Cadeirydd  
Y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad  
Senedd Cymru

[SeneddLJC@senedd.cymru](mailto:SeneddLJC@senedd.cymru)

17 Chwefror 2025

Annwyl Mike,

Yn dilyn fy llythyr dyddiedig 16 Ionawr, rwyf wedi cyhoeddi [Datganiad Gweinidogol Ysgrifenedig](#) yn crynhoi trafodaethau yng nghyfarfod diweddaraf y Grŵp Rhyngweinidogol ar gyfer Busnes a Diwydiant, a gynhaliwyd ar 21 Ionawr 2025. Caiff hysbysiad am y cyfarfod hwn ei gyhoeddi ar [wefan Llywodraeth y DU](#).

Cytunwyd ar y Cylch Gorchwyl yn y cyfarfod a bydd yn cael ei gyhoeddi ar [wefan Llywodraeth y DU](#).

Byddaf yn cadeirio'r Pwyllgor Sefydlog Rhyngweinidogol nesaf ar gyfer Busnes a Diwydiant yn unol â'r trefniadau cylchdroi cadeiryddion. Byddaf yn ysgrifennu at y Pwyllgor yn cadarnhau'r dyddiad unwaith y cytunwyd arno.

Rwy'n anfon copi o'r llythyr hwn at Gadeiryddion y Pwyllgor Cyllid a Phwyllgor yr Economi, Masnach a Materion Gwledig.

Yn gywir,

**Rebecca Evans AS/MS**

Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio  
Cabinet Secretary for Economy, Energy and Planning

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[Gohebiaeth.Rebecca.Evans@llyw.cymru](mailto:Gohebiaeth.Rebecca.Evans@llyw.cymru)

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

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18 Chwefror 2025

Annwyl randdeiliad,

Mae bron i ddeng mlynedd wedi mynd heibio ers cynnal adolygiad i'r corff sy'n cael ei adnabod fel Hybu Cig Cymru a mae Pwyllgor Economi, Masnach a Materion Gwledig y Senedd wedi penderfynu cynnal ymchwiliad byr i Hybu Cig Cymru (HCC). Bydd y Pwyllgor yn adolygu effeithiolrwydd HCC o ran cyflawni ei flaenoriaethau a darparu gwerth am arian i dalwyr yr ardoll. Cytunodd yr Aelodau y byddai'r ymchwiliad yn canolbwyntio ar y canlynol:

- Perfformiad HCC o ran cyflawni ei flaenoriaethu presennol.
- Priodoldeb pwrpas, blaenoriaethau a gweithgareddau HCC ac a ddylid eu diwygio.
- Y berthynas rhwng HCC a'r sector ffermio a phrosesu/allforio cig, gan gynnwys a yw HCC yn sicrhau gwerth am arian i dalwyr yr ardoll.
- Y berthynas rhwng HCC a Llywodraeth Cymru, gan gynnwys a ddylai fod gan Lywodraeth Cymru mwy o rôl oruchwylio.
- Ai HCC yw'r dull mwyaf effeithiol ar gyfer datblygu, hybu a marchnata cig coch o Gymru, ac ai ardoll cig coch yw'r ffordd fwyaf effeithiol o ariannu'r gwaith hwn.

Gan fod y Pwyllgor yn bwriadu i hwn fod yn ymchwiliad penodol â ffocws, ni fyddwn yn lansio ymgynghoriad cyhoeddus. Fodd bynnag, rydym wedi penderfynu ysgrifennu at bartion allweddol â diddordeb i gael eu barn.

Byddem yn awyddus i glywed eich barn am y cylch gorchwyl uchod. Byddem hefyd yn croesawu cael unrhyw wybodaeth neu dystiolaeth arall ar y mater fel y gwelwch chi orau.

Diolch ymlaen llaw am eich ymgysylltiad. Os yn bosibl, byddwn yn gwerthfawrogi cael eich cyfraniad erbyn 12 Mawrth.

Yn gywir,

Andrew RT Davies

Andrew RT Davies AS

Cadeirydd: Pwyllgor yr Economi, Masnach a Materion Gwledig

Croesewir gohebiaeth yn Gymraeg neu Saesneg



Huw Irranca-Davies AS

Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet  
dros Newid Hinsawdd a Materion Gwledig

21 Chwefror 2025

Annwyl Huw,

## Teitlau Arglwydd y Faenor

Ar 5 Chwefror, gwnaethom godi pwnc penodol gyda chi, sef y defnydd o deitlau Arglwydd y Faenor, gan gynnig ysgrifennu atoch er mwyn darparu manylion pellach. Mae Hefin a minnau eisoes wedi codi'r pwnc hwn gyda'ch rhagflaenydd a Chyfoeth Naturiol Cymru, a hynny yn rhinwedd ein rolau etholaethol.

Mae hawl hirsefydlog i ffermio tir comin yn bodoli ledled Cymru. Fodd bynnag, rydym yn ymwybodol o sefyllfaoedd lle mae unigolion wedi prynu teitl 'Arglwydd y Faenor', ac yna wedi defnyddio cyfreithiau canoloesol i feddiannu darnau o dir comin a gorfodi ffermwyr a phorwyr oddi ar y tir hwnnw. Nid dim ond ffermwyr y mae hyn yn effeithio arnynt, wrth gwrs. Unwaith y caiff tir ei feddiannu yn y modd hwn, bydd trigolion eraill yn cael eu hatal rhag mwynhau eu tiroedd comin lleol.

Mae'r Pwyllgor yn pryderu y gallai'r cyfuniad o brisiau eiddo uwch, y cyfle i hawlio cymorthdaliadau amaethyddol a'r posibilrwydd o greu safleoedd pŵer adnewyddadwy arwain at sefyllfa lle mae camau o'r fath yn llawer fwy deniadol.

Mae etholwyr y mae'r mater hwn yn effeithio arnynt wedi dweud wrth Hefin a minnau eu bod yn cael eu tynnu i bob cyfeiriad ar y mater, a hynny gan eu hawdurdodau lleol, Cyfoeth Naturiol Cymru a Llywodraeth Cymru. Hoffai'r Pwyllgor weld Llywodraeth Cymru yn arwain ar y mater hwn, gan greu polisiau neu ganllawiau clir i gefnogi ffermwyr, porwyr a chymunedau yr effeithir arnynt. Yn benodol, credwn fod tiroedd comin yn rhan bwysig o gynllun ffermio cynaliadwy arfaethedig y Llywodraeth.



Er mwyn hwyluso ein trafodaethau ar y mater, byddai gennym ddiddordeb yn y wybodaeth a ganlyn:

- Safbwynt presennol Llywodraeth Cymru ar y defnydd o deitlau 'Arglwydd y Faenor' i feddiannu tir comin;
- Manylion unrhyw waith polisi y gallai Llywodraeth Cymru ei wneud i sicrhau bod y cam o brynu'r teitlau hyn yn llai deniadol;
- Manylion y sefydliad(au) sy'n gyfrifol am y mater hwn a phwy ddylai fod yn cefnogi'r bobl yr effeithir arnynt;
- Pa un a yw'r Llywodraeth wedi rhoi unrhyw ystyriaeth i sut y gellir diogelu hawliau porwyr ar dir comin pan brynir teitlau 'Arglwydd y Faenor' ar y farchnad agored; a
- Pha un a gafodd y mater hwn ei drafod fel rhan o'r broses o ddatblygu'r Cynllun Ffermio Cynaliadwy.

Rwyf yn gwerthfawrogi eich sylw ar y mater hwn, ac edrychaf ymlaen at eich ymateb.

Yn gywir,



Andrew RT Davies AS

Cadeirydd: Pwyllgor yr Economi, Masnach a Materion Gwledig

Croesewir gohebiaeth yn Gymraeg neu Saesneg



Huw Irranca-Davies AS  
Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet  
dros Newid Hinsawdd a Materion Gwledig

24 Chwefror 2025

Annwyl Huw,

## **Llythyr yn dilyn y cyfarfod ar 5 Chwefror 2025**

Diolch am ddod i'r sesiwn weinidogol yn craffu ar y Cynllun Ffermio Cynaliadwy (y Cynllun) ar 5 Chwefror. Wrth drafod wedyn, nododd y Pwyllgor sawl pwynt yr hoffai dynnu eich sylw atynt.

Yn gyntaf, er bod y Pwyllgor yn llwyr sylweddoli bod nifer o ffactorau amrywiol yn effeithio ar y gwaith o gwblhau'r cynnig ar gyfer y Cynllun, hoffem bwysleisio pa mor hanfodol fydd gwneud cyhoeddiad amserol – mae'n bwysig bod popeth yn cael ei gwblhau ac yn barod erbyn y cyhoeddiad yn yr haf er mwyn sicrhau eglurder i ffermwyr. At hynny, hoffem bwysleisio pa mor bwysig yw sicrhau bod digon o gyllid yn cael ei neilltuo mewn cyllidebau aml-flwyddyn a fydd yn gwneud y cynllun yn ddeniadol i ffermwyr ac yn rhoi sicrwydd o ystyried natur hirdymor arferion ffermio. Rydym wedi clywed tystiolaeth gan sefydliadau amgylcheddol ac undebau ffermio a ddywedodd, os nad yw'r wobwr ariannol a gynigir yn ddigon deniadol, na fydd ffermwyr yn ymuno â'r cynllun, ac ni wireddir uchelgais y cynllun felly, ni waeth pa mor dda y mae wedi'i ddylunio.

Gwnaethom hefyd nodi nifer o bwyntiau a godwyd yn ystod y sesiwn y byddem yn gwerthfawrogi eglurder yn eu cylch, fel y nodir isod:

- Mae'r Pwyllgor yn cydnabod nad oes 'cynllun B' ar gyfer dyluniad y cynllun, fel y trafodwyd yn ystod y sesiwn, ac rydym yn gwerthfawrogi bod hynny'n rhoi eglurder i ffermwyr. Fodd bynnag, byddem yn awyddus i ddeall a oes unrhyw gynlluniau ar waith pe bai'r asesiad o'r effaith economaidd yn dangos canlyniadau gwael i ffermwyr neu'r amgylchedd? Rydym yn ymwybodol mai dim ond ychydig fisoedd fydd rhwng cwblhau'r cynllun a'i lansio. Mae hyn yn

arbennig o berthnasol o ystyried pa mor allweddol oedd yr asesiad effaith economaidd blaenorol, a arweiniodd at brotestiadau cyhoeddus ar sail yr ymgynghoriad yn 2023/4.

- Yn ystod y sesiwn, cafwyd trafodaeth ar waith mapio diweddar Llywodraeth Cymru o'r tir a fyddai'n addas ar gyfer plannu coed. Nid oedd modd darparu canrannau penodol ar gyfer canlyniadau hyn ar y pryd, felly byddem yn ddiolchgar pe gellid darparu'r rhain yn awr, fel y gwnaethoch ymrwymo i'w wneud.
- Fel y trafodwyd yn ystod y sesiwn, byddai'r Pwyllgor hefyd yn croesawu cael yr adroddiad llawn ar waith y panel dal a storio carbon, gan gynnwys canlyniadau'r ymarfer i sgorio gwahanol opsiynau dal a storio carbon, pan fydd ar gael.
- Hoffai'r Pwyllgor dderbyn y cynnig i gael amserlen o ddatblygiadau o ran y cynllun, pan fydd manylion pendant ar gael.

Mae'r Pwyllgor hefyd yn croesawu'r ffaith y bydd camau Dewisol a Chydweithredol, a fydd ar gael o 2026, yn cael eu cyhoeddi gyda'r cynllun yn yr haf, yn ogystal ag amserlen ar gyfer pryd y bydd yr opsiynau Dewisol a Chydweithredol eraill ar gael yn ystod y Cyfnod Pontio.

Yn olaf, er bod y Pwyllgor yn cydnabod y bydd gan bob plaid wleidyddol safbwyntiau maniffesto gwahanol yn y cyfnod cyn etholiad 2026, bydd y gallu i geisio rhyw fath o gonsensws gwleidyddol i ennyn hyder yn y cynllun yn hollbwysig i'w lwyddiant. Gobeithiwn y byddwch yn cytuno bod hon yn flaenoriaeth allweddol, ac y byddwch yn ceisio hyd eithaf eich gallu i gael cefnogaeth wleidyddol drawsbleidiol i'ch cynigion.

Cofion cynnes,



Andrew RT Davies AS

Cadeirydd: Pwyllgor yr Economi, Masnach a Materion Gwledig

Croesewir gohebiaeth yn Gymraeg neu Saesneg



Rebecca Evans AS

Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio

25 Chwefror 2025

Annwyl Rebecca,

### **Llythyr yn dilyn y cyfarfod ar 12 Chwefror 2025**

Diolch i chi am o'ch amser ac am y dystiolaeth a roesoch i'r Pwyllgor ar 12 Chwefror fel rhan o'n hymchwiliad i **Lwybrau Prentisiaeth**.

Gan nad oedd amser i drafod popeth a'r ffaith nad oedd modd i'r Gweinidog Diwylliant, Sgiliau a Phartneriaeth Gymdeithasol fod yn bresennol, mae rhai meysydd yr hoffai'r Pwyllgor gael rhagor o wybodaeth amdanynt.

Efallai y bydd y cwestiynau hyn y tu allan i'ch cylch gwaith neu ym maes portffolio Gweinidog arall, felly rwy'n hapus i gael ymateb gan y Gweinidog yr ydych chi'n teimlo sydd fwyaf addas. Oherwydd hynny, rydym wedi anfon copi o'r llythyr hwn at y Gweinidog Diwylliant, Sgiliau a Phartneriaeth Gymdeithasol, Ysgrifennydd y Cabinet dros Addysg a'r Gweinidog Addysg Bellach ac Uwch.

Gofynnwn i chi nodi ymateb y Llywodraeth i'r cwestiynau a ganlyn.

Yn Adroddiad Grŵp Llywio Cymwysterau Galwedigaethol Cymru, argymhellwyd y dylai Llywodraeth Cymru ddatblygu strategaeth genedlaethol ar gyfer addysg a hyfforddiant galwedigaethol a ddylai fod yn rhan o strategaeth addysg a hyfforddiant ôl-orfodol ehangach. Derbyniodd Llywodraeth Cymru yr argymhelliad hwn a dywedodd y byddai datganiad polisi byr yn cael ei ddatblygu sy'n canolbwyntio ar gamau gweithredu addysg ôl-16:

- Pa gynnydd a wnaed o ran datblygu'r datganiad polisi hwn?

Rôl cyngor a gwybodaeth a phrofiad gwaith er mwyn i ddysgwyr ddeall eu hopsiynau:

- A ydych yn fodlon ar y cyngor a'r wybodaeth a roddir i ddysgwyr ynghylch cyfleoedd prentisiaeth, yn enwedig y gwasanaeth a ddarperir gan Gyrfa Cymru?
- Pa mor ymwybodol ydych chi o'r gostyngiad a fu o ran profiad gwaith ystyrlon mewn ysgolion ers i Gyrfa Cymru roi'r gorau i gyflawni rôl gydgysylltu ganolog yn 2015? I ba raddau y gallai hyn fod yn rhwystr i ddysgwyr ddeall eu hopsiynau o ran prentisiaethau a dysgu seiliedig ar waith?

Llwybrau prentisiaeth a'r gallu i fapio llwybrau dilyniant clir o brentisiaethau lefel is i lefel uwch ac integreiddio fertigol:

- I ba raddau yr ydych yn ymwybodol bod dysgwyr yn cael eu hatal rhag dilyn prentisiaeth neu rhag parhau i'r lefel nesaf oherwydd anawsterau wrth fapio llwybrau clir? A oes cyfleoedd ar gael i ddysgwyr symud ymlaen drwy'r lefelau os ydynt yn dymuno gwneud hynny?
- Sut y gellir cael mwy o hyblygrwydd yn y system i ganiatáu i lwybrau prentisiaeth ymateb yn gyflymach i anghenion newidiol sectorau sy'n newid yn gyflym a rhai sy'n dod i'r amlwg?

Rôl cyflogwyr a chefnogi busnesau bach a chanolig i ymgysylltu â'r rhaglen brentisiaethau:

- Mae nifer o rwystrau y mae busnesau llai yn eu hwynebu o ran y rhaglen brentisiaethau, megis capasiti gweinyddol cyfyngedig a diffyg ymwybyddiaeth o fanteision prentisiaid. Pwy ddylai fod yn mynd i'r afael â'r heriau hyn a sut?
- Beth arall y gellir ei wneud i annog cyflogwyr, yn enwedig busnesau llai, i ymgysylltu â'r rhaglen brentisiaethau a darparu prentisiaethau?

Rôl Llywodraeth Cymru

- Mae nifer o adroddiadau wedi'u cyhoeddi yn y blynyddoedd diwethaf gydag argymhellion i Lywodraeth Cymru, a rhanddeiliaid allweddol eraill, ynghylch prentisiaethau. Pa mor hyderus ydych chi fod yr argymhellion cydgysylltiedig hyn yn cael eu gweithredu a phwy sy'n eu monitro?
- Yn ystod y cyfarfod, gwnaethoch ymrwymo i ysgrifennu at y Pwyllgor ar hynt y gwaith, a'r cyllid ar gyfer, gweithredu'r argymhellion a wnaed yn yr Adroddiad gan Sharron Lusher ar yr **Adolygiad o gymwysterau galwedigaethol yng Nghymru** a'r **Adroddiad Pontio i fyd gwaith** gan Hefin David.



Diolch i chi unwaith eto am roi o'ch amser i ddod i gyfarfod y Pwyllgor. Byddwn yn ddiolchgar pe gallech ymateb i'r pwyntiau uchod erbyn dydd Gwener 14 Mawrth.

Mae copi o'r llythyr hwn yn cael ei anfon at y Pwyllgor Plant, Pobl Ifanc ac Addysg mewn perthynas â'i ymchwiliad i Lwybrau at addysg a hyfforddiant ôl-16.

Cofion cynnes,



Andrew RT Davies AS

Cadeirydd: Pwyllgor yr Economi, Masnach a Materion Gwledig

Croesewir gohebiaeth yn Gymraeg neu Saesneg



# Eitem 2.9



**RTPI Cymru**

Royal Town Planning Institute  
Sefydliad Cynllunio Trefol Brenhinol

Royal Town Planning Institute  
Cymru (RTPI Cymru)  
Studio 107  
Creative Quarter  
8a Morgan Arcade  
Cardiff  
CF10 1AF  
Tel +44 (0)20 7929 8197  
email [walespolicy@rtpi.org.uk](mailto:walespolicy@rtpi.org.uk)  
[www.rtpi.org.uk/wales](http://www.rtpi.org.uk/wales)

14 February 2025

e-mail response sent to: [SeneddEconomy@Senedd.Wales](mailto:SeneddEconomy@Senedd.Wales)

Dear Sir/Madam,

## **RTPI Cymru's position on apprenticeships and bursaries**

The Royal Town Planning Institute (RTPI) is the largest professional body for town planners in the UK and Europe and represents around 27,000 members in over 80 countries worldwide, with approximately 1,300 members in Wales. The Institute has been shaping planning policy and raising professional standards for over 100 years and is the only body in the UK to confer Chartered status to planners, the highest professional qualification. The RTPI champions the power of planning in creating prosperous places and vibrant communities. Our ambition is to promote healthy, socially inclusive, economically and environmentally sustainable places.

We note the Senedd's Economy, Trade and Rural Affairs Committee is undertaking an inquiry into apprenticeship pathways. While we are not providing evidence to this Inquiry, the Committee maybe interested in our current position in relation to apprenticeships and bursaries and our future work in this area, set out below.

RTPI Cymru welcomes discussion on the introduction of apprenticeships, bursaries, and other options to support the future pipeline of planners in Wales.

There are lessons to be learned from other nations where apprenticeships and bursaries have proven popular.

- In England there are approximately 850 apprentices on the Level 7 Chartered Town Planner apprenticeship programme. Up to 70% of apprentices work in local authorities, providing much needed resource within the public sector and an opportunity for local authorities to grow their own talent via this route.

- In Scotland the Future Planners Bursary has been running for a couple of years. This is for students studying a planning degree (usually post-graduate degree). The Scottish Government has recently announced it will be awarding 30 bursaries of £5k to students this coming academic year (25/26).

The RTPI has experience of running bursary programmes and has found that these are important in encouraging those from underrepresented groups into the planning profession and those who cannot afford tuition fees. Bursaries need to be of a significant value to be a genuine enticement and support. They can be aimed at undergraduates or postgraduates on RTPI-accredited programmes, this ensures that graduates have a solid grounding in core spatial planning. All accredited degrees have a route to Chartered status (fully accredited degrees via the Licentiate route; partially accredited by the Associate route). Bursaries for fully accredited postgraduate study are also useful in encouraging those who have completed undergraduate degrees in other subjects to convert to planning at postgraduate level.

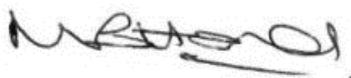
Both Welsh Government and Westminster Government have recognised the need to ensure planning services are properly resourced. The RTPI is working with a number of stakeholders including our accredited universities to grow the pipeline of planners. The recent announcement of cuts at Cardiff University, which is home to Wales' only accredited planning school, is particularly concerning and could be detrimental to achieving the shared goal of improving planning service delivery, which is essential to deliver the Welsh Government's ambitions including the delivery of 20,000 social homes for rent.

Over the coming months, RTPI Cymru will be gathering up-to-date evidence and views on early career pathways into planning, as part of a wider exploration of capacity, recruitment, and resources within the planning system in Wales, with the aim of informing a pathway into planning for early career planners that is of a scale and nature to fit the planning system and industry in Wales.

The Welsh Government have recently consulted on Promoting a resilient and high performing planning service, setting out proposals to increase planning application fees in Wales. Moving towards cost recovery provides an opportunity for Local Planning Authorities to reinvest that additional income in additional staffing capacity, providing long term employment for apprentices or students completing bursary funded schemes.

If you require further assistance, please contact RTPI Cymru on 020 7929 8197 or e-mail Mark Hand at [walespolicy@rtpi.org.uk](mailto:walespolicy@rtpi.org.uk)

Yours faithfully,



Mark Hand MRTPI  
**Director**

Luke Fletcher AS  
Cadeirydd  
Prentisiaethau - Grŵp Trawsbleidiol

Joyce Watson AS  
Cadeirydd  
Prentisiaethau - Grŵp Trawsbleidiol

25 Chwefror 2025

Annwyl Luke a Joyce,

### **Llwybrau prentisiaeth**

Rwy'n ysgrifennu atoch yn rhinwedd eich swyddi fel cyd-Gadeiryddion y Grŵp Trawsbleidiol ar Brentisiaethau. Byddwch yn ymwybodol bod y Pwyllgor yn cynnal ymchwiliad ar hyn o bryd i **llwybrau prentisiaeth**. Roeddem yn teimlo y gallai fod gan y Grŵp Trawsbleidiol fewnbwn gwerthfawr o ran y materion yr ydym yn eu trafod. Byddem yn croesawu unrhyw wybodaeth yr hoffai'r Grŵp ei darparu ar y materion yr ydym ni'n eu trafod, sef:

- Llwybrau rhwng lefelau prentisiaeth: I ba raddau y mae heriau o ran mapio llwybrau gyrfa drwy wahanol lefelau o brentisiaeth, megis o brentisiaeth iau i radd-brentisiaeth. A yw hyn yn anoddach mewn rhai gyrfaedd/sectorau nag eraill.
- Yr economi: I ba raddau y mae llwybrau prentisiaeth yn cefnogi anghenion busnesau Cymru ac yn cyfrannu at lenwi bylchau o ran sgiliau yn economi Cymru.
- Cyflogwyr: Ymgysylltu cyflogwyr â'r gwaith o hwyluso'r llwybrau hyn a denu prentisiaid. A oes angen cymorth penodol i helpu microfusnesau a busnesau bach a chanolig i ymgysylltu â'r rhaglen brentisiaethau.

- Gwybodaeth am brentisiaethau: Arfer dda rhwng gwasanaethau gyrfaedd, ysgolion, colegau a chyflogwyr o ran hyrwyddo prentisiaethau a darparu profiad gwaith ystyrlon.
- Cymorth a mynediad cyfartal ar gyfer dysgwyr: I ba raddau y mae llwybrau prentisiaeth yn agored i holl bobl ifanc Cymru ac unrhyw rwystrau sy'n wynebu grwpiau penodol o ran demograffig neu ardal ddaearyddol.
- Rôl Llywodraeth Cymru: Sut y mae polisiau'n cefnogi llwybrau prentisiaeth ac unrhyw rwystrau sy'n rhaid ymdrin â nhw yn hynny o beth. Rôl Llywodraeth Cymru, Partneriaethau Sgiliau Rhanbarthol a rhanddeiliaid eraill o ran nodi a chyfleu anghenion economaidd ac anghenion o ran sgiliau i helpu i lywio fframweithiau prentisiaeth a'r ffordd y caiff cymwysterau eu cynnig.

Diolch i chi am gymryd amser i ystyried y cais hwn. Byddwn yn ddiolchgar pe gallech ymateb erbyn dydd Gwener 14 Mawrth.

Cofion cynnes,



Andrew RT Davies AS

Cadeirydd: Pwyllgor yr Economi, Masnach a Materion Gwledig

Croesewir gohebiaeth yn Gymraeg neu Saesneg

Owen Evans

Prif Arolygydd Ei Fawrhydi dros Addysg a Hyfforddiant yng Nghymru

Estyn

25 Chwefror 2025

Annwyl Owen,

### **Llwybrau prentisiaeth – profiad gwaith**

Diolch am roi tystiolaeth ysgrifenedig i ymchwiliad y Pwyllgor i **llwybrau prentisiaeth**. Mae eich ymateb a nifer o'r adroddiadau a gyhoeddwyd gennych wedi bod yn ddiddorol ac yn ddefnyddiol i'r Aelodau.

Un o'r meysydd y mae gan yr Aelodau ddiddordeb arbennig ynddo yw profiad gwaith. Rydym wedi nodi y gallai profiad gwaith sydd wedi'i dargedu a'i deilwra fod yn elfen bwysig a fydd yn helpu myfyrwyr i wneud dewis gwybodus wrth benderfynu a hoffent ddilyn prentisiaeth.

Rydym yn awyddus i glywed barn a chanfyddiadau Estyn o ran y ddarpariaeth bresennol o brofiad gwaith ar draws ysgolion Cymru fel y gallwn ei ystyried fel rhan o'n hymchwiliad. Mae gennym ddiddordeb arbennig mewn clywed eich barn am y canlynol:

- A yw pob ysgol yn cynnig digon o gyfleoedd profiad gwaith ystyrllon? Os na, beth yw'r rhwystrau a beth y gellir ei wneud i fynd i'r afael â nhw?
- A oes unrhyw arferion gorau penodol y dylid eu hefelychu ledled Cymru?
- I ba raddau y mae rhieni neu ofalwyr yn gorfod sicrhau lleoliadau profiad gwaith oherwydd diffyg capasiti, neu allu, i wneud hynny mewn ysgolion?
- A oes unrhyw rwystrau i ddysgwyr penodol y mae angen mynd i'r afael â nhw, er enghraifft dysgwyr ag anableddau neu anghenion dysgu ychwanegol, neu o ardaloedd difreintiedig?

Diolch i chi am gymryd amser i ystyried y cais hwn. Byddwn yn ddiolchgar pe gallech ymateb erbyn dydd Gwener 14 Mawrth.

Yn gywir,

Andrew RT Davies

Andrew RT Davies AS

Cadeirydd: Pwyllgor yr Economi, Masnach a Materion Gwledig

Croesewir gohebiaeth yn Gymraeg neu Saesneg



Emma Verrier

Prif Swyddog Gweithredol

Cyngor Ysgolion Annibynnol Cymru

25 Chwefror 2025

Annwyl Emma,

### **Llwybrau prentisiaeth – profiad gwaith**

Mae Pwyllgor Economi, Masnach a Materion Gwledig y Senedd yn cynnal ymchwiliad ar hyn o bryd i llwybrau prentisiaeth. Ymhlith pethau eraill, mae'r Pwyllgor yn edrych ar y wybodaeth a ddarperir i ddysgwyr am brentisiaethau. Mae hyn yn cynnwys arfer da rhwng gwasanaethau gyrfaoedd, ysgolion, colegau a chyflogwyr o ran hyrwyddo prentisiaethau a darparu profiad gwaith ystyrlon.

Rwy'n yn ymwybodol o waith ymchwil sy'n awgrymu bod disgyblion mewn ysgolion annibynnol yn elwa ar gyngor gyrfaoedd gwell a'u bod yn llawer mwy tebygol o sicrhau lleoliadau profiad gwaith na disgyblion ysgolion gwladol. Rydym yn awyddus i glywed barn y Cyngor Ysgolion Annibynnol ar gyngor gyrfaoedd a phrofiad gwaith fel y gallwn ei ystyried fel rhan o'n hymchwiliad.

Yn benodol, hoffem glywed eich barn a'ch profiadau o ran y pwyntiau a ganlyn:

- Sut y mae cyngor ac arweiniad gyrfaoedd yn cael eu darparu mewn ysgolion annibynnol?
- Sut y mae dysgwyr yn cael gwybod am yr holl ddewisiadau sydd ar gael iddynt pan fyddant yn gadael yr ysgol?
- Pa ffactorau eraill sy'n dylanwadu ar y dewisiadau a wneir gan ddysgwyr?
- A oes arfer safonol o ran darparu profiad gwaith ystyrlon i ddysgwyr?

Diolch i chi am gymryd amser i ystyried y cais hwn. Byddwn yn ddiolchgar pe gallech ymateb erbyn dydd Gwener 14 Mawrth.

Yn gywir,

Andrew RT Davies

Andrew RT Davies AS

Cadeirydd: Pwyllgor yr Economi, Masnach a Materion Gwledig

Croesewir gohebiaeth yn Gymraeg neu Saesneg



**Paul Davies MS**

Chair Economy, Trade and Rural Affairs Committee  
Welsh Parliament  
Cardiff Bay  
Cardiff  
CF99 1SN  
Email: [SeneddEconomi@senedd.cymru](mailto:SeneddEconomi@senedd.cymru)

25 February 2025

Dear Paul,

**Re: The future of Welsh Steel**

Thank you for your letter and for the opportunity to discuss the future of Welsh Steel with the Committee on 20 November 2024.

Since I spoke to the Committee, the Secretary of State for Business and Trade published a Green Paper on 16 February to inform the development of the Steel Strategy. The Strategy will establish a clear and ambitious long-term vision for the steel industry rooted in establishing competitive business environment in the UK with the aim of attracting new private investment to expand UK steelmaking capability. I urge all interested parties to respond to this ahead of the 31 March deadline.

**Transition Board funding**

You asked about preparations to respond to an increase in demand for the support initiatives available for workers, business and the supply chain.

In my role as Chair of the Tata Steel UK / Port Talbot Transition Board I announced in December 2024, shortly after I attended your Committee session, the doubling of funding to the Employment and Skills and the Supply Chain Transition Funds to up to £30 million to meet current and anticipated demand during the remainder of 2024/25 and during 2025/26. Prior to this, as I mentioned to the Committee, in November of 2024 I also announced a £13 million Business Start-Up, Growth and Resilience Fund, which is now live for applications, with thanks to partners in Business Wales.



Early this month I also announced the first growth and regeneration project to be supported by £8.2 million Transition Board funding. The South Wales Industrial Transition from Carbon Hub (SWITCH) project will help build on South Wales's steels and metals innovation with the development of a new facility to help industry in the region create a low-carbon future, and will support over 100 jobs.

You also asked for an update on what data is currently being collected and what further data is planned to be collected in relation to the support available.

To ensure interventions serve local people and provide value for money a 'Monitoring and Evaluation Framework' has been agreed between UK Government, Welsh Government and Neath Port Talbot Council in their roles as the accountable bodies responsible for the funds. As part of this framework, a formal quarterly reporting process has been established to collect and evaluate data. This includes:

- *Employment and Skills Fund:*
  - Types of intervention delivered e.g. training type and qualification level.
  - Information on outcomes following the training course/accreditation e.g. how many people were able to find new employment.
  
- *Supply Chain, Business Start Up, Resilience and Business Growth Funds:*
  - Nature of support provided – e.g. business grant, advice etc.
  - The outcomes from the provided support e.g. number of jobs safeguarded, number of businesses set up etc.

Further data and intelligence to support an independent evaluation of the programme at the relevant point will be sought from DWP (e.g. TSUK workers that become benefit claimants/move into new employment) and HMRC respectively. The key economic impact indicators to be measured will include:

- Local rates of unemployment/disability benefit/inactivity/retirement
- Average/median local wages
- Rates of self-employment
- Industrial composition of local economy
- Business outcome indicators – e.g. GVA, business birth and death rates etc
- Health and wellbeing indicators

### ***Floating Offshore Wind***

You also asked about how the UK Government is working alongside the Welsh Government and business to secure opportunities for Welsh steel to be used in the floating offshore wind turbines that will be needed in the Celtic Sea.



Wales Office  
Swyddfa Cymru

Ref: 010SOS25

**Rt Hon Jo Stevens MP**

Secretary of State for Wales  
Ysgrifennydd Gwladol Cymru

T: 0292 092 4212

E: Correspondence@ukgovwales.gov.uk

The UK Government, alongside the Welsh Government, recognises the opportunities floating offshore wind presents for Wales. We are fully supportive of The Crown Estate's Leasing Round 5, which will bring up to 4.5GW of floating offshore wind in the Celtic Sea in the 2030s. This work will be strengthened by the partnership between The Crown Estate and Great British Energy. This has the potential to leverage up to £60 billion of private investment into the UK's drive for energy independence, boosting ports and clean energy supply chains.

Last year, The Crown Estate launched a £50m Supply Chain Accelerator Fund to catalyse UK supply chain capacity and capability for offshore wind. The Crown Estate confirmed that funding will proceed for 13 diverse projects that can support FLOW in the Celtic Sea.

The UK Government's £160 million Floating Offshore Wind Manufacturing Investment Scheme (FLOWMIS) is providing grant funding to support the development of port facilities for large-scale floating offshore wind deployment. Port Talbot is on the FLOWMIS primary list, meaning we are taking the project forward for detailed due diligence, subsidy control assessment and negotiation of grant terms. Subject to the outcome of this process, final grant offers are expected in the coming months.

The UK Government's Steel Green Paper makes clear the opportunity for the Welsh steel industry to provide plate steel and other products for the offshore wind market. We are committed to working collaboratively with the Welsh Government in growing the steel industry in Wales, which is why we have re-established the Steel Council.

## **Celtic Freeport**

You asked when the Freeport will become fully operational as well as plans with the Welsh Government for investment in the Freeport sites and the creation of sustainable, well-paid jobs.

The Celtic Freeport is a flagship example of the UK Government working hand-in-glove with the Welsh Government in driving investment and jobs into South Wales. The Freeport aims to generate £5.5 billion of new investment, create 16,000 jobs by mid-2030 and increase GVA by £900 million by 2030.

The Freeport is already open for business following the activation of two tax sites in November 2024. My officials are working closely with the Welsh Government, DBT, Office for Investment, the Freeport and individual investors to create new well-paid jobs. UK Government and Welsh Government officials are working at pace to appraise the Full Business Case so that the Freeport will become fully operational in the very near future. I have also met with the Celtic Freeport to discuss their investment

Gwydyr House | Tŷ Gwydyr    Tŷ William Morgan House  
London | Llundain    Cardiff | Caerdydd  
SW1A 2NP    CF10 1EP  
[www.gov.uk/wales](http://www.gov.uk/wales)    [www.gov.uk/cymru](http://www.gov.uk/cymru)

**Tudalen y pecyn 34**



Wales Office  
Swyddfa Cymru

Ref: 010SOS25

**Rt Hon Jo Stevens MP**  
Secretary of State for Wales  
Ysgrifennydd Gwladol Cymru

T: 0292 092 4212  
E: Correspondence@ukgovwales.gov.uk

objectives and am assured by the level of interest shown by investors, including active discussions underway to secure deals.

I hope this information adds further detail to my responses at the Committee and provides answers to your additional questions.

I am copying this letter to the Cabinet Secretary for Economy, Energy and Planning.

Yours sincerely,

**Rt Hon Jo Stevens MP**  
Secretary of State for Wales  
Ysgrifennydd Gwladol Cymru

# Eitem 2.11

7 February 2025

Prynhawn da Nicole,

## **RE: Holyhead Port Storm Damage and Closure**

Thank you for the request to provide evidence for the committee on Holyhead port closure. Here is our response to the letter and good luck with the inquiry, as it will be important to understand the event in more detail and your findings will be of great interest to us.

As noted in previous correspondence we feel that we do not have the evidence to provide a very useful granular analysis of the effects, nor have a significant number of concerns been raised with us by members. This may be because SMEs have responded through engagement with the Local Council, in particular via the Holyhead Port closure impact survey, and for those affected otherwise through bodies dealing more specifically with logistics and direct impact (e.g. Logistics UK).

However, we would note more broadly the clear importance of Holyhead as a secure entry and exit point in the transport and logistics infrastructure. The port provides essential access for trade with Ireland, facilitating the import and export of key goods, and provides a key travel route between both countries, bringing benefits for local tourism businesses.

Maintaining confidence in Holyhead's infrastructure is therefore crucial for ensuring the stability and predictability of trade flows, especially given the uncertainties surrounding post-Brexit arrangements. If there is a general perception that this is not a one-off event, this may impact on views on the security of using the port for logistics. This could also include future access through Holyhead from Ireland and through to Europe. Alternatives may be sought, which could eventually impact on the port viability. In the context of wider proposed developments in Ynys Môn (infrastructure projects, freeport) this could be problematic. As such it is important that there is reassurance, action taken, and clear communication about how the port's resilience to disruption has been enhanced.

We would note that the closure of the port has disrupted supply chains, and so had a knock-on impact on small firms lower down those chains. Concerns have been

expressed that these disruptions may be difficult to measure and track, including for insurance purposes.<sup>[1]</sup>

We hope the Committee finds this information useful and please do approach us again for any future matters of relevance on which you feel FSB Wales could support the committee.

Diolch yn fawr,

Dr Llyr ap Gareth

Head of Policy / Pennaeth Polisi

FSB Wales

1 - <https://committees.parliament.uk/event/23116>

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<sup>[1]</sup> <https://committees.parliament.uk/event/23116>

## Submission to Senedd Economy, Trade, and Rural Affairs Committee inquiry into the Holyhead Port Storm Damage and Closure.

### Summary

- Logistics UK welcomes the opportunity to respond to this inquiry by the Senedd Economy, Trade, and Rural Affairs Committee into the Holyhead Port Storm Damage and Closure.
- The closure of Holyhead Port and the Holyhead Dublin route had a significantly negative and costly impact on the haulage and logistics industry at what should have been their busiest time of the trading year.
- This incident highlighted the critical gaps in communication and coordinated contingency planning, the fragility of the port network, and the importance of ensuring port infrastructure and the port network serving the UK and its trading partners is resilient in the face of increasing extreme weather events and emergency incidents.
- Logistics UK believes there is important learning from a contingency and resilience perspective to be drawn from this situation which will require a devolved nation and wider two islands response in partnership with industry.

### About Logistics UK

Logistics UK is one of the country's largest business groups, and the only trade association which represents all of logistics. Our mission is to support, shape and stand up for safe and efficient logistics. Our membership of more than 20,000 includes global, national and regional businesses and SMEs spanning road, rail, inland waterways, sea and air as well as the customers of freight services, such as retailers and manufacturers. We deliver services, representation and thought leadership, helping members and policy makers to seize new opportunities for the sector and the economy as a whole.

### The logistics sector

Logistics underpins our economy and is fundamental to our way of life. It supplies our hospitals, schools, factories and shops with everything they need, everywhere, every day – nothing moves without it.

In Wales, more than 90,000 people are employed in logistics roles, which equates to 6.7% of the Welsh workforce, and there are over 8,000 logistics businesses making, selling and moving goods. Wales exported goods to the value of £20.5 billion in 2022, enabled by the logistics sector.

The efficiency of logistics and the productivity of the economy are completely intertwined. Due to this relationship, Oxford Economics found in 2023 that getting the policy and infrastructure environment right for logistics would unlock up to £8 billion a year in UK productivity-led growth by 2030.

However, we are not currently going in the right direction. The UK fell from 4th to 19th place in the World Bank Logistics Performance index over the past decade, largely as a result of border friction and underinvestment in transport corridors.

Logistics is a major sector in its own right. It contributes £185 billion to the economy each year (12% of UK non-financial GVA), is one of the UK's largest employers, providing good jobs with strong career progression – 2.7 million people (8% of the UK workforce) are employed in logistics roles, and its key hubs provide a catalyst for further growth and investment, helping places to thrive.

Logistics has transformed the UK and is now delivering for the future. It helped deliver the country's canals, roads, railways, airports and ports, has driven revolutions in global trade and e-commerce and is now innovating to deliver decarbonisation and even greater efficiency.

## Consultation response

Logistics UK welcomes the opportunity to contribute to the Committee's inquiry into the Holyhead Port Storm Damage and Closure. Holyhead to Dublin is a strategic trading route between Great Britain (GB) and the island of Ireland with approximately 5 million tonnes of goods moving this way every year. The impact of the closure of Holyhead Port from 7 December to its partial reopening on 16 January 2025 had a significant, negative impact on the haulage and logistics industry across both islands. It has also highlighted the critical gaps in communication and coordinated contingency planning, the fragility of trading gateways, and the importance of ensuring port infrastructure and the port network serving the UK and its trading partners is resilient in the face of increasing extreme weather events and emergency incidents.

### Impact of closure

From the announcement of the closure of Holyhead Port due to storm damage, Logistics UK worked closely with our members in Wales, Scotland, England and Northern Ireland, as well as FTA Ireland (our Trade Association equivalent in the Republic of Ireland), on the ongoing impact on the industry and trade across both islands. The closure of this strategic port and the Holyhead Dublin trading route resulted in significant additional cost and disruption to the logistics sector at what should have been its busiest time of the year. The impact was most acute on Great Britain to Republic of Ireland (RoI) freight but there was a severe knock-on impact on other ports, and GB to NI freight, as this traffic diverted to find alternative crossings and displaced other accompanied and unaccompanied freight which regularly use these routes. While additional capacity was at a later point provided, crossings were unpredictable as the normal booking process was suspended by ferry operators and replaced by a first in first out process.

We know from member feedback that haulage and logistics companies had to absorb significant additional costs, and reluctantly pass on unabsorbable costs to customers, as a result of increased driver wages and higher fuel bills as freight had to travel longer routes to alternative ports and wait in lengthy queues for access to slower crossings. It was particularly challenging for businesses to get unaccompanied loads on crossings. With the sector already operating on extremely narrow margins, often only 2.5%, delays, dead mileage costs and ferry surcharges added further cost pressures to operators. Haulage companies had to bring forward their last import date to ensure they could get drivers home in time for Christmas, and many reported having to turn down work because they could not guarantee timely delivery.

Drivers were the cohort most negatively impacted. Logistics UK is aware of cases where drivers were parked up for up to 36 hours, in winter weather, waiting to get a confirmed booking with little to no rest room and welfare facilities. This lack of access to basic human welfare would not be accepted if it was a reality in any other industry and we should not expect our drivers, who provide a critical national service, to have to endure these conditions. Logistics UK continues to make the case for improved, safe and secure driver welfare facilities across the UK, and provision of adequate driver facilities must also be a priority action within future contingency planning for exceptional events.

### Communication

Members reported a largely chaotic situation for the first 4/5 days in the aftermath of the port and Holyhead – Dublin route closure due to a lack of clear communication on the scale and extent of closure and details of the alternative systems in place. Members also expressed concern about the flow of information from authorities to drivers, many of whom arrived at ports only to be turned away by officials or police with no clear guidance or information on where they could stay.

Changing dates in respect of the port's reopening hindered businesses' ability to plan ahead and conflicting messages on the expected period of closure appeared to be coming from the Welsh government and Irish government. The extent of the damage caused and the timeline for the repair and reopening of the second berth in Holyhead is still not clear, which Logistics UK understands is for insurance reasons.

Logistics UK welcomed the action taken by Isle of Anglesey County Council in launching the *Holyhead Port closure: impact survey* to understand the impact that the unplanned closure of Holyhead Port had on businesses. While appreciating the remit of this local authority, Logistics UK's view is that restricting this survey to Welsh based businesses only was a missed opportunity to gather a fuller picture of the impact given the effect this closure, and resulting diverted traffic, also had on logistics and haulage businesses based in Scotland, England, Northern Ireland and the Republic of Ireland.

While statements were made by both the Welsh and Irish governments and the port operator, this incident and its direct and knock-on impact on trade has highlighted the need for a wider logistics forum to be established involving all key stakeholders in the supply chain to facilitate critical information sharing and contingency planning coordination to ensure the efficient movement of freight when an emergency situation arises.

## **Contingency planning**

The transport and logistics sector remains concerned that damage at one port caused such disruption to supply chains. One of the key learnings to take from this incident, given the increasing prevalence of extreme weather events and the threat from unforeseen events, is the need for comprehensive contingency planning in the event that one or more of the UK's strategic trading gateways goes out of operation. This is not an exhaustive list, but Logistics UK would propose that this contingency planning includes consideration of the following elements.

- All key stakeholders are involved in the development of strategic planning.
- There is clarity on the definition and levels of 'emergency' to trigger contingency actions.
- There is a clear and coordinated communication strategy which includes activation of a wider logistics stakeholder forum involving governments, ports, carriers, local authorities and the haulage and logistics industry to coordinate the response and facilitate information sharing.
- Advance scenario planning includes options for access to alternative ports and deployment of additional ferry capacity to ensure suitable routes can be made swiftly available to keep goods moving.
- Adequate driver welfare facilities and safe and secure parking is provided.
- Policing and traffic management plans are prepared that are informed by learning from previous incidents and ensure there is clear information frequently communicated to drivers/haulage operators.
- There is a clear, published policy determining which vehicles/loads gain priority access to ports and ferries.
- Regulatory support can be quickly provided where it is appropriate and safe to do so (e.g.) temporary relaxation of drivers' hours rules.
- Temporary customs solutions can be quickly provided where appropriate (e.g.) Goods Vehicle Movement Service (GVMS) flexibilities.

It is imperative that when contingency plans are activated, that they clearly set out the aligned actions required by governments, port authorities, ferry operators, local authorities, traffic management and policing authorities and industry to support the efficient movement of freight.

## **Infrastructure and port network resilience**

Another critical issue brought into sharp focus by this incident is the importance of ensuring there is a long-term resilience investment plan for Holyhead Port, other key ports and the wider port network to mitigate risks and facilitate the trading ambitions of Wales and the UK.

Logistics UK welcomes the announcement by the Welsh government that it is establishing a government led multi-stakeholder task force, jointly with the Irish government, to develop a new strategy for the future of Holyhead to ensure that the port will meet the future needs of both nations. On behalf of members, we have requested participation in this task force, and we are keen to see it established as a matter of urgency.

Given the interconnectedness and the fragility of the port network exposed by this single incident, there is also a need for co-operation on the issue of ports resilience between all devolved governments, the UK and Irish governments, and logistics industry. As well as ensuring resilience in ports infrastructure, this also necessitates investment in the infrastructure and key transport corridors connecting to these strategic trading gateways, including the provision of safe and secure parking and appropriate driver welfare facilities.

For these reasons, Logistics UK is also calling for the establishment of a cross-government taskforce to focus on and progress these issues given the critical national importance of the port network and the increasing frequency of extreme events.

Contact details.

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Mae cyfyngiadau ar y ddogfen hon

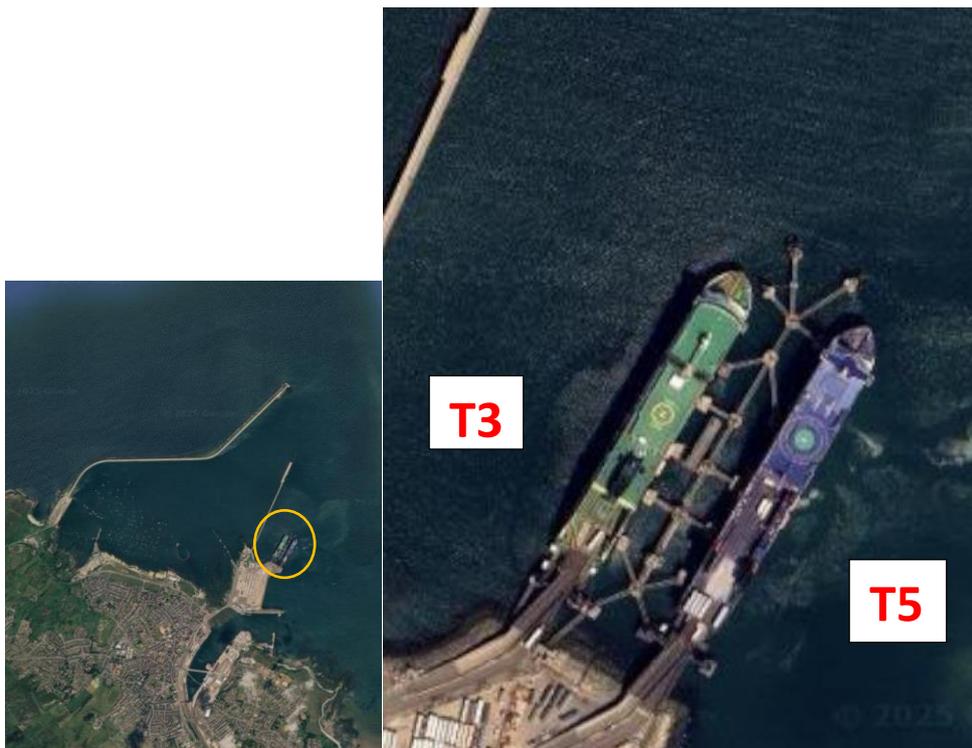
## Submission to Economy, Trade, and Rural Affairs Committee, Welsh Parliament by Stena Line Ports.

### Holyhead Port.

Stena Line Ports has owned Holyhead Port for over 30 years. During this period the port has grown to meet the needs of UK and Republic of Ireland trade. There has been continuous investment by the ferry operators in newer, larger ferries and, likewise, by the port in the infrastructure required to service them.

The port currently handles 1.8 million passengers, 400 cars and 400,000 freight units annually.

Holyhead Port has two Roll on Roll off ferry berths: Terminal 3 (T3) and Terminal 5 (T5).



The two berths are constructed from a series of steel monopiles which are secured into sockets in the seabed. There is a total of 20 steel monopiles in the associated structure, broadly arranged in three parallel rows. The outer rows are the berth faces, fitted with large wooden faced panels, against which the ferries berth. Between the wooden faced panels and the monopiles are large rubber fender cones which are designed to absorb contact energy of the vessel.

The monopiles are capped with steel reinforced concrete platforms. On top of these piles are mooring stations and hooks which take and hold the vessels mooring ropes.

The central spine of monopiles allows pedestrian access, via walkways for mooring teams to handle the mooring ropes. Some of these central monopiles are also fitted with mooring hooks.

These berths are used by two ferry companies, Stena Line Ferries and Irish Ferries, which each operate two large RoPax vessels to Dublin. The ferries vary in size but are approximately 200m long. They can carry up to 3,000 metres of freight/cars and 1,000+ passengers. The ferry crossing is approximately 3 hr 15min, with each ferry performing two round trips a day, seven days a week. In addition, Irish Ferries operates a seasonal fast craft during the summer months.

T3 is predominantly used by Irish Ferries. T5 is predominantly used by Stena Line.

**Causes:** *the factors contributing to the severity of the damage.*

On 6<sup>th</sup> and 7<sup>th</sup> December 2024, there were two berthing incidents, which rendered Terminal 3 berth unusable. Storm Darragh was forecast; however, these incidents immediately preceded the peak of the storm when the red weather alert was in place.

The berthing incidents involved two different vessels contacting monopile D2.2 on successive calls, resulting in a collapse of the monopile immediately following contact by the second vessel. The first incident was while manoeuvring on arrival at T3, the second contact was as the vessel departed the berth.

No person was injured during the berthing incidents or the subsequent collapse of the monopile.

Immediately after the collapse of the monopile the port was closed by the Harbour Master due to Storm Darragh and to allow time to assess the damage to the T3 berth.

The berths had to be inspected, including the underwater and intertidal sections which required divers. Storm Darragh and the subsequent poor sea conditions delayed the start of the diving operation until 10<sup>th</sup> December. Thereafter, the dive surveys suffered numerous delays either because sea conditions made it unsafe to dive or poor visibility meant the inspections had to be repeated.

Due to the interconnecting nature of the piles, we were advised by engineering advisors that it was necessary to check the complete structure, in order to properly satisfy ourselves as to the condition of the berths.

Only when all these inspections were completed could a programme to safely reopen T5 berth be developed.

The incidents and damage caused are now subject to an ongoing insurance claim and potential recovery action. As such no further details can be provided at this time so as not to prejudice this process.

**Communication:** *the approach to communication during and after the storm, including communication with port users, communities and businesses affected by the closure as well as between Governments*

Stena Line Ports had ongoing direct dialogue throughout with both ferry operators. The ferry operators have direct relationships with their freight and passenger customers who use Holyhead Port.

The initial closure after the incident was communicated to the ferry companies as is routine for weather disruption. At that time, while it was evident that T3 was damaged, the nature of incidents, the damage and the extent that safety checks would be required prior to resuming service could not be fully evaluated. Stena Line Ports fully appreciated the magnitude of the situation and the potential effect it could have on port users and associated parties. However, safety for those directly involved in the terminal operations was paramount throughout.

As more information became available, updates were communicated to both ferry operators and directly to political stakeholders, and media statements were released. Care was taken to ensure that everyone received these updates at the same time. This allowed the ferry companies to take appropriate measures and to clearly communicate to their customers.

However, there were occasions when individuals made speculative statements to the media which was very unhelpful. Where Stena Line Ports were given the opportunity by the media, we were able to correct these.

Throughout this time, there was an open dialogue with Welsh Government. On 13<sup>th</sup> December Stena Line and Irish Ferries were invited and attended a meeting on 16<sup>th</sup> December, hosted by Minister Skates with Minister Ryan and Minister of State, James Lawless of the Irish Government.

On 17<sup>th</sup> December Stena Line Ports had gained enough of an understanding from the inspection, dives and the engineering analysis undertaken to give an update on the closure. Stena Line Ports reported that the port would remain closed until at least the 15<sup>th</sup> of January for ferry traffic. Stena Line Ports informed both ferry operators and held a meeting with political stakeholders to directly relay this information and answer questions from interested parties.

On the 30<sup>th</sup> of December, the expected opening date of 16<sup>th</sup> December was confirmed and reaffirmed again a week prior to opening. Ferry operators, political stakeholders and media were informed directly at each stage by Stena Line Ports.

Holyhead Port reopened the T5 berth on 16<sup>th</sup> January. The reopening has allowed both ferry operators to run a full schedule, with the same number of sailings and capacity as was previously operated. There are now departures every 3 hours.

Work continues to reopen T3 as soon as possible once it is safe to do so.

**Remediation:** *the speed of response in assessing and repairing the damage, including the support provided by Government.*

With the type of structure and nature of the damage, it was deemed prudent by engineering advisors to undertake a full inspection of all the piles and linking structures.

Due to the size of the task and the challenging sea conditions, additional diving teams were brought in for a 24/7 operation. However, throughout the weeks that followed the diving operation was hampered by a combination of rough seas (typical December / January weather) and accompanying poor underwater visibility. As the underwater sections were dived, structural engineers evaluated the findings.

Only when all were satisfied as to the structural integrity of the remaining piles were we able to plan the reopening of T5 berth safely. It was frustrating that this took so long but safety was of utmost importance throughout. Despite everyone's best efforts, there was also unavoidable delays due to availability of personnel and resources being impacted by the festive period.

Welsh Government support was offered but none was needed, as Stena Line had all the internal capability and external specialists required.

Support was sought and given by HMRC and Border Force when the ferry operators wished to move vessels to other ports, such as Fishguard, to create new temporary routes to Dublin. This allowed new routes for GVMS and for Border Force officers to be deployed as and when required.

There were regular meetings with Welsh Government on matters in Holyhead Port and related issues such as displacement of freight, rail passengers etc to other ports.

**Impact:** the impact of the closure, as well as the extent and effectiveness of the steps being taken to mitigate the impact.

Holyhead Port was closed to ferry traffic for a total of 40 days.

Both ferry companies quickly sought to relocate their Holyhead vessels to other ports. Stena Line Ports were able to accommodate 2 extra services to Dublin from Fishguard, one by Stena Line for

freight & passenger services, and another for Irish Ferries, who did not previously operate from the port. Similarly, one Stena Line vessel relocated to Birkenhead operating a service to Dublin.

This was only achievable by the goodwill of Holyhead staff who relocated to both ports to provide much needed resources and by Fishguard staff's flexibility with work patterns.

Both Fishguard Port and Birkenhead terminal were operating at freight maximum capacity throughout this period.

The Fishguard and Birkenhead ferry services to Dublin were double the distance and therefore only able to perform 1 round trip per day.

Stena Line Ferries utilised spare capacity on its services between UK and Northern Ireland and Fishguard to Rosslare. In addition, a vessel was chartered by Stena Line to operate a temporary service between Heysham and Dublin.

## Closure of Holyhead Road Haulage Association (RHA)

### About the RHA

1. The RHA is the leading trade association representing over 8,500 road haulage, van, and coach companies across the UK, 85% of whom are small and medium-sized enterprises (SMEs). Our members are operators of vehicles who, between them, operate around 250,000 HGVs (half of the UK fleet) out of 10,000 operating centres and range from a single-truck company to those with thousands of vehicles. Our growing coach membership of around 150 operators run mostly non-scheduled passenger services. 81% percent of all freight movements are by road and road freight is directly involved in the transportation of 98% of agricultural products.

### Opening comments

2. The RHA welcomes the opportunity to provide a written response to the Economy, Trade and Rural Affairs Committee ahead of giving oral evidence remotely on Thursday 6<sup>th</sup> of March.

### The Closure of Holyhead Port

3. The closure of Holyhead Port caused significant disruption of supply chains from the island of Ireland to mainland England, the effects of which are still being felt in some cases.

Martin Reid, Policy Director for Scotland, Wales, and Ni was initially contacted by Transport Scotland on the evening of the 11<sup>th</sup> of December to let us know that Holyhead had shut, and Operation Overflow would be in place at Castle Kennedy. Hauliers had to make the choice to go north to Cairnryan and Stranraer or south to Fishguard and Pembroke, particularly as Liverpool made it clear that they were fully booked until they got an additional vessel on the following week. This meant that significant numbers made their way to the other ports without bookings hoping to pick up standby slots.

RHA were invited on to the partnership calls with Transport Scotland, Police Scotland, Dumfries and Galloway Council and other key stakeholders at 9.30am on the 12<sup>th</sup> of December and almost every day after that in the run up to Christmas.

Hauliers therefore faced the additional cost of driving to the new port, the additional cost of another booking but perhaps the biggest problem faced was around the additional driving time required. HGV drivers have to work to two clocks, the Working time Directive, and EU Drivers Hours regulations. The closure of Holyhead meant that trucks, trailers, and drivers were no longer

going to be back at base when their mandated weekly rest needed to be taken.

Drivers are required to take a weekly rest of 45 hours. This can be reduced to 24 hours provided at least one full rest (45hrs) is taken every fortnight. Regardless of whether a haulier chose to go south or north following the closure then there was another day driving required, this meant that the truck, trailer, and driver were now 24 hours away or 45 hours away depending on where they were in the rest cycle. This meant that tomorrow's load had to stay in the depot and in some cases, they day after's loads too. Although the additional costs the industry had to face were incredibly unwelcome, the displaced hardware and people was more of a cost and concern.

By liaising with DfT over the weekend from the 13<sup>th</sup> of December RHA was able to secure a relaxation of drivers hours which would allow a driver to work an additional day before taking their weekly rest. This allowed more rest periods to be taken back at base, so the trucks and trailers were where they needed to be in the run up to Christmas. The relaxation ran from 00:01 Sunday 15 December 2024 until 23:59 on Friday 20 December 2024 and was subsequently extended to 23.59 on Monday 23 December.

Throughout this period, we were kept informed of movements through the Scottish ports with regular calls with Transport Scotland around the overflow parking, Police Scotland, P & O and Stena line regarding capacity at the ports all of which I could disseminate to the members in NI.

For context, for the four days from the 11<sup>th</sup> of December to Saturday the 14<sup>th</sup> there was a 25% increase in HGV traffic using the A75 and 486 HGV's were sent to Kennedy during Operation Overflow. The usage peaked on the 13<sup>th</sup> of December when 163 HGV's were parked at Castle Kennedy. This number reduced to 37 a week later as by that time there were additional sailings at Liverpool and the southern ports, in addition to the relaxation of driving hours previously mentioned in this submission.

Unfortunately, we do not have any similar data for port usage at Pembroke or Fishguard as the first time the Welsh civil service contacted RHA was on the 24<sup>th</sup> of December which was long after the worst had passed, and the relaxation of drivers hours had ended.

There are many individual and anecdotal examples of how the closure affected companies which we would be happy to discuss in the oral evidence session along with any other questions the committee may have for us.

**RHA**

[policy@rha.uk.net](mailto:policy@rha.uk.net)

**Date 18<sup>th</sup> February 2025**

# Evidence for Economy, Trade and Rural Affairs Committee Inquiry on Holyhead Port Storm Damage and Closure.

## Context

Holyhead plays a key role in UK to Ireland freight movements, with the consequence that it has become the second largest roll-on, roll-off (Ro-Ro) port in the UK. The port is operated by Stena Line Ports Ltd., which is a separate business area from Stena Line ferry services.

In terms of trade volumes, there are around 100,000 units per quarter handled through Holyhead, compared to approximately 115,000 units per quarter in 2019, a 13% drop. Post-Brexit, volumes had stabilized at around a 20% drop so there has been a slight recovery since early 2023. By comparison in Wales, Pembroke and Fishguard combined have continued to remain at around 60-70% of pre-Brexit levels. Comparing to English ports offering services to Ireland, volumes through Liverpool are similar to pre-Brexit levels, while Cairnryan continues to see growth.

Day-to-day operations at Holyhead involve 8 sailings to Dublin per day, four operated by Irish Ferries and four by Stena Line. Both companies use two vessels on the route, and the timetable is based around commercial priorities. This means both ferry operators have similar departure times from Holyhead and Dublin. In the summer peak, Irish Ferries operate additional services using a high-speed ferry.

These sailings use two berths at the port – Berth 3 is normally dedicated to Irish Ferries and Berth 5 is used by Stena Line. Both berths are constructed with berthing dolphins, freestanding structures that are fixed to the seabed. These are fitted with fenders to absorb the energy from a moving ship, and connected by walkways.

## Storm Darragh and the immediate impact on the port

Storm Darragh hit the UK on 6<sup>th</sup> and 7<sup>th</sup> December, with many sailings across the Irish Sea cancelled. However, some services did operate between Holyhead and Dublin, and during this time there were two berthing incidents at Berth 3. The exact details of what happened have not been disclosed by either Stena Line Ports or Irish Ferries (as the ferry operator involved), and a recent evidence session of the Welsh Affairs Committee in Westminster revealed that an ongoing insurance claim limited what could be revealed.

The Marine Accident Investigation Branch (MAIB) also note the incident occurring, and state "A [Ro-Ro] vessel was using a piling to assist departure when it collapsed. [T]he vessel was undertaking a standard departure manoeuvre that is used in strong onshore winds. Whilst the stern was resting on a dolphin and the bow thrust off, the dolphin gave way and collapsed into the harbour." However, it appears from their website that the incident is not subject to a full MAIB investigation.

Also in the MAIB data is information about two other incidents at Holyhead involving the berthing dolphins and their fenders, one in 2023 and the other in 2024. Again, there is only limited information but both involved manoeuvring in strong winds.

Following the incident in December 2024, the port was closed and sailings cancelled. For users of the port, and especially freight users, this initial closure may not have raised concerns – storms in Irish Sea are not uncommon and services may be cancelled at short notice.

## Response to the closure

As it became apparent the closure was going to be longer, a number of actions were taken by the ferry operators.

- Stena Line: Both vessels used on the Holyhead route were redeployed by 13<sup>th</sup> December, with one operating an additional service to Liverpool and the other on a new service to Fishguard. To provide further capacity, an additional vessel was chartered to operate between Heysham and Dublin. All of these services were on a daily basis due to the extended sailing times compared to Holyhead.
- Irish Ferries: On 11<sup>th</sup> December, Irish Ferries redeployed a larger vessel from the Holyhead – Dublin route to Rosslare – Pembroke, and on 20<sup>th</sup> December started an additional daily service from Dublin, firstly to Fishguard carrying passengers only and then in early 2025 this switched to Pembroke, with freight capacity available as well. A larger vessel was also used on some Ireland – France services.

With these additional services, capacity across the Irish Sea from Welsh ports was no more than 50% of what would have been offered with a full Holyhead schedule.

For freight users of the port, many switched to alternative ports. This displacement occurred to all ports offering ferry services to Ireland, with road congestion noted around ports from Pembroke to Cairnryan as a result of the extra traffic. There was also the need to recover trailers from Holyhead where they had arrived before it became clear the port would be closed in the longer term, incurring additional costs.

Many shippers noted delays in delivering goods to/from Ireland although much of the freight had cleared by Christmas. In some instances, freight switched to air cargo between the UK and Ireland.

The UK and Republic of Ireland governments eased driver hour restrictions for freight between the two countries, which helped to facilitate these movements.

## Recovery to normal service

Holyhead port reopened on 16<sup>th</sup> January with just Berth 5 available to use. The temporary services put on by ferry operators were withdrawn. The reopening of Berth 5 has required a coordinated timetable to allow eight departures per day, with departures at three hour intervals alternating between Stena Line and Irish Ferries.

There are risks in operating with a single berth and the same intensity of service as normal, and delays could quickly propagate. However, operations do appear to have largely operated as planned albeit during a quieter time of the year for freight traffic. The next peak in volumes is likely to be around Easter, and particularly for passenger movements. At this time, the seasonal fast ferry service also resumes. This increase in services and traffic volume will test how effective the new working arrangements are at Holyhead.

With the full port reopening on 1<sup>st</sup> July, it could be assumed that services will return to their previous arrangements and a more commercially focused timetable with departures not coordinated between operators.

## Potential long term impact

While there has been a short term impact on port volumes, with a full timetable of services returning since January, there is now the opportunity for traffic to return to passing through Holyhead. Publicly available data is not yet available but it seems likely that volumes will return relatively quickly to expected traffic levels.

Thankfully, port closures are relatively uncommon but when they do occur, the impact can be significant. While much larger than Holyhead, ports in Durban, Houston and Baltimore have all had unscheduled closures in recent years and traffic volumes have returned quickly. Closures that are short term and one off do not generally lead to long term changes to the supply chains through ports.

With Holyhead now also being a freeport area, there is a need to ensure that lessons are learnt from the closure, and that all stakeholders are engaged in developing

resilience plans going forward. The announcement by the Cabinet Secretary of a taskforce to look at the resilience of Holyhead is welcome, especially as it is planned to involve stakeholders from both sides of the Irish Sea. What is needed is clarity as to the scope and timeframe of its activities, as well as the stakeholders invited to participate.

# Eitem 5



CYNGOR SIR  
YNYS MÔN  
ISLE OF ANGLESEY  
COUNTY COUNCIL

**Pwyllgor Economi, Masnach a Materion Gwledig y Senedd**

**Difrod a Chau Porthladd Caergybi yn dilyn Storm**

**Tystiolaeth Ysgrifenedig Cyngor Sir Ynys Môn**

**Chwefror 2025**

**Statws: Swyddogol**

## 1.0 Cyflwyniad i'r Dystiolaeth

- 1.1 Mae Cyngor Sir Ynys Môn (y Cyngor) yn croesawu'r cyfle i ymateb i'r ymchwiliad a gynhelir gan Bwyllgor yr Economi, Masnach a Materion Gwledig y Senedd i Ddifrod a Chau Porthladd Caergybi yn dilyn Storm.
- 1.2 Dylid ystyried y dystiolaeth ysgrifenedig hon ar y cyd â'r dystiolaeth lafar a gyflwynir gan Bennaeth Gwasanaeth Rheoleiddio a Datblygu Economaidd y Cyngor i'r Pwyllgor ar 6 Mawrth 2025.
- 1.3 Mae'r Cyngor yn nodi Cylch Gorchwyl yr ymchwiliad. Bydd ein tystiolaeth yn canolbwyntio ar effaith cau'r Porthladd, yn ogystal â maint ac effeithiolrwydd y camau sy'n cael eu cymryd i leihau'r effaith.

## 2.0 Pwysigrwydd Economaidd-gymdeithasol Porthladd Caergybi

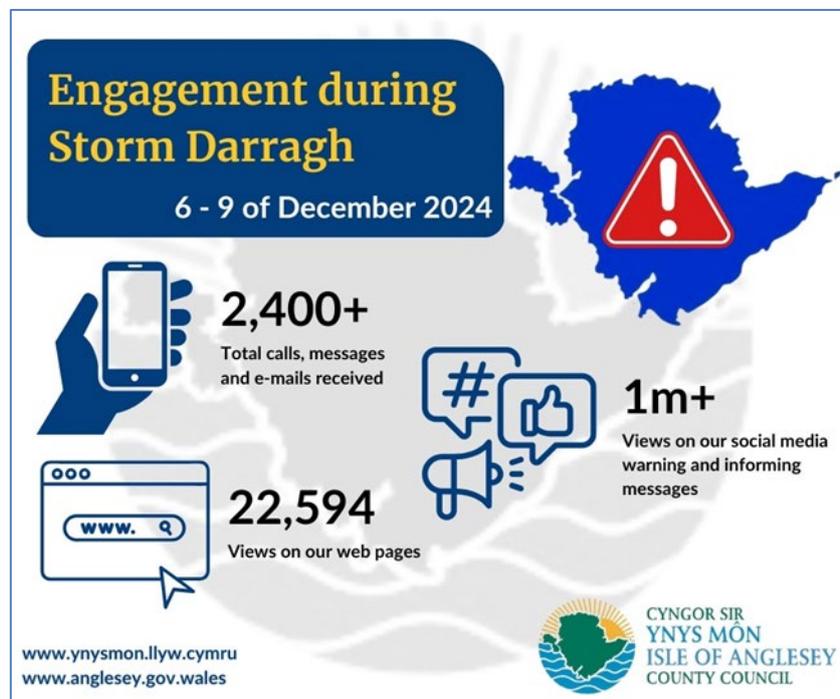
- 2.1 Ni ellir tanbrisiu pa mor bwysig yw Porthladd Caergybi i'r economi leol ac economi Cymru. Dyma'r ail borthladd gyrru i mewn ac allan mwyaf yn y DU (ar ôl Dover). Caergybi yw'r prif borthladd ar gyfer cludo nwyddau a theithwyr ar y môr i Iwerddon ac, fel rhan o'r Llwybr E22 Ewropeaidd, mae'n darparu cyswllt allweddol yn y "bont dir" rhwng Iwerddon a gweddill Ewrop. Mae'n parhau i fod y llwybr cyflymaf dros Fôr Iwerddon er bod nifer y llongau sy'n hwylio'n uniongyrchol o Rosslare i gyfandir Ewrop wedi cynyddu. Mae bron i 60% o nwyddau a gludir ar lorïau sy'n teithio rhwng Gweriniaeth Iwerddon ac Ewrop yn pasio trwy Borthladd Caergybi. Mae'r Porthladd hefyd yn cludo tri chwarter o'r teithwyr rhwng Cymru a Gweriniaeth Iwerddon<sup>1</sup>.
- 2.2 Yn 2019, roedd traffig blynyddol y porthladd (cyfuniad o gerbydau nwyddau a cheir yn cludo teithwyr) tua 953,000 o gerbydau (pob math). Disgynnodd nifer y cerbydau wedi hynny, yn bennaf o ganlyniad i effaith ymadawiad y DU o'r Undeb Ewropeaidd, yn ogystal â'r pandemig Covid-19. Er hynny, gwelwyd 38% o adferiad rhwng 2021 a 2022.
- 2.3 Cynhaliwyd astudiaeth ar effaith economaidd y Porthladd gan Royal Haskoning ar ran Llywodraeth Cymru yn 2021<sup>2</sup>. Nododd bod:
  - a. Y Porthladd yn cefnogi tua 670 o swyddi lleol (tua 580 o swyddi Cyfystyr ag Amser llawn (CALI)).
  - b. Y swyddi sydd ar gael yn y Porthladd yn cyfateb i 21% o gyfanswm y swyddi sydd ar gael yng Nghaergybi a'r cyffiniau, a 3% o farchnad lafur yr Ynys.
  - c. Porthladd Caergybi yn cyfrannu tua £78.5 miliwn y flwyddyn i'r economi leol (6.9% o werth ychwanegol gros (GVA) yr Ynys yn 2019).
  - d. Y sector cludiant a storio oedd y pedwerydd sector mwyaf o ran cyflogaeth yng Nghaergybi, gan ddarparu 11.3% o swyddi. Mae'r gyfran hon yn sylweddol uwch nag ar gyfer Ynys Môn (4.3%) a Chymru (3.3%).
  - e. Amcangyfrifwyd bod effaith economaidd anuniongyrchol y Porthladd a'i gadwyn gyflenwi rhwng £25.9 miliwn a £28.4 miliwn. Amcangyfrifwyd bod rhwng 990 a 1370 (neu 860 a 1190 CALL) o swyddi yn cael eu cymell gan y Porthladd.

<sup>1</sup> Adroddiad CSYM 'Gwella dibynadwyedd a gwynwch ar draws y Fenai. Sylfaen dystiolaeth fanwl. Mehefin 2023

<sup>2</sup> Adroddiad ar gyfer Llywodraeth Cymru 'Astudiaeth Strategol o Effaith Economaidd Porthladd Caergybi' Gorffennaf 2021

### 3.0 Storm Darragh

- 3.1 Roedd Storm Darragh yn seiclun all-drofannol a ffurfiodd ar 5 Rhagfyr 2024 cyn gwasgaru ar 9 Rhagfyr 2024. Daeth y storm â gwyntoedd o dros 90mya gan greu perygl i fywyd.
- 3.2 Effeithiodd y storm ar yr Ynys ar ddydd Sadwrn, 7 Rhagfyr 2024 a dydd Sul, 8 Rhagfyr 2024.
- 3.3 Cafodd y storm effaith sylweddol ar Ynys Môn, gan gau ffyrdd, difrodi strwythurau ac eiddo a thorri'r cyflenwad trydan. Bu'n rhaid cau Pont Britannia oherwydd y storm hefyd (sef un o ddau gysylltiad yn unig ar draws y Feni o Fôn) a chau Porthladd Caergybi.
- 3.4 Yn ystod y cyfnod hwn, cydweithiodd y Cyngor â phartneriaid, ymatebodd i broblemau ac effeithiau a sicrhodd gyfathrebu a rhannu gwybodaeth effeithiol gyda thrigolion lleol. Mae'r ffeithlun isod yn crynhoi gweithgareddau rhannu gwybodaeth y Cyngor rhwng 4 a 9 Rhagfyr.



- 3.5 Caeodd y Porthladd yn gyfan gwbl i draffig llongau rhwng 7 Rhagfyr 2024 a 15 Ionawr 2025 (cyfnod o 40 diwrnod).
- 3.6 Yn wreiddiol, roedd disgwyl i'r porthladd fod ar gau am gyfnod byr ac oherwydd hynny roedd lorïau ac ôl-gerbydau i'w gweld yn parcio ym mhob rhan o Gaergybi. Ond, unwaith y daeth yn amlwg y byddai'r porthladd ar gau yn hirach na'r disgwyl, ailgyfeiriwyd lorïau gan eu gweithredwyr i lwybrau eraill ar hyd arfordir gorllewinol y Deyrnas Unedig.
- 3.7 Yn ystod y cyfnod y bu'r porthladd ar gau ym mis Rhagfyr (7 - 31 Rhagfyr), gwelwyd 22,300 llai o symudiadau gan lorïau ar yr A55 a'r A5 (gostyngiad o 12.6% mewn lorïau'n teithio tua'r dwyrain a 13.7% tua'r gorllewin). Pan oedd y porthladd ar gau ym mis Ionawr (1 - 15 Ionawr), gwelwyd 16,100 llai o lorïau (7.6% yn teithio tua'r dwyrain a 9.9% tua'r gorllewin).
- 3.8 Ail-agorodd y porthladd yn rhannol ar 16 Ionawr gydag un lanfa'n weithredol.

#### 4.0 Ymateb y Cyngor i Gau Porthladd Caergybi

4.1 Roedd y Cyngor yn rhan o ymateb brys amlasiantaethol, gan gydweithio trwy strwythurau ffurfiol Grŵp Cydlynu Strategol a Thactegol. Roedd hyn yn caniatáu i'r Cyngor gyfathrebu, rhannu gwybodaeth a gwneud penderfyniadau effeithiol ac amserol. Nid y Cyngor oedd y corff oedd yn gyfrifol am wneud penderfyniadau mewn perthynas â Phorthladd Caergybi, ond roedd yn rhan o'r trefniadau ymateb er mwyn rheoli'r effeithiau (h.y. loriau'n methu teithio ar draws Fôr Iwerddon). Bu i'r Cyngor ymgysylltu â chydweithio ag Awdurdod y Porthladd, Llywodraeth Cymru a phartneriaid eraill drwy gydol y cyfnod yr oedd y porthladd ar gau, er mwyn rheoli'r effeithiau a sicrhau fod gwybodaeth yn cael ei rhannu gyda thrigolion.

4.2 Er mwyn deall effaith y cau ar fusnesau Ynys Môn a Chymru, lansiodd y Cyngor arolwg ar-lein ar 8 Ionawr. Roedd yr arolwg ar agor tan 31 Ionawr.

4.3 Derbyniwyd cyfanswm o 62 ymateb gan nifer o sectorau:

Sector	Nifer ymatebion
Lletygarwch	24
Manwerthu	16
Harddwch	6
Gwasanaethau cefnogi logisteg	5
Arall	5
Logisteg	3

*Derbyniwyd dau ymateb o Orllewin Canolbarth Lloegr ac un ymateb gan fusnes a oedd wedi cau am y tymor. Nid yw eu hymatebion wedi eu cynnwys yn y ffigyrau.*

4.4 Mae dadansoddiad ystadegol o'r ymatebion yn dangos bod:

- 92% o ymatebwyr o Gaergybi/Ynys Cybi.
- 54% o ymatebwyr yn datgan fod swyddi mewn perygl oherwydd bod y Porthladd ar gau.
- O'r swyddi mewn perygl, roedd 74% yn cynnwys swyddi parhaol, a dim ond 20% oedd yn swyddi contractau dim oriau.
- 95% yn teimlo y byddai gostwng nifer y llongau oedd yn hwylio o 16 Ionawr yn effeithio ar eu busnesau.

4.5 Dangosodd yr ymatebion ansoddol bod:

- Busnesau sy'n cefnogi darparwyr logisteg (h.y. mecanyddion a gwestai) ymysg y rhai a brofodd yr effeithiau ariannol mwyaf, gyda cholledion o ddegau o filoedd o bunnoedd.
- Mae nifer o fusnesau yng Nghaergybi'n ddibynnol ar ymwelwyr yn gysylltiedig â thraffig llongau (teithwyr a chriw).
- Mae'r gostyngiad yn nifer yr ymwelwyr wedi effeithio ar ystod eang o fusnesau.
- Roedd nifer o fusnesau'n dweud fod busnes wedi gostwng 90%.

- e. Mae pryderon yn bodoli o hyd y bydd gostwng nifer y llongau sy'n hwylio'n effeithio ar incwm yn y dyfodol.
- f. Mae pryderon y bydd llai o hyder yn hyfywedd a gwytnwch y Porthladd.

#### 4.6 Darparwyd y dyfyniadau uniongyrchol a ganlyn gan ymatebwyr:

- a. Mae garej sy'n gwasanaethu lorïau ar yr Ynys yn amcangyfrif "y gallai'r effaith ariannol fod rhwng £50,000 a £100,000".
- b. Dywedodd asiantaeth sy'n darparu gyrwyr lorïau, "mis Rhagfyr yw'r adeg brysuraf o'r flwyddyn i'n busnes ac rydym yn cludo nwyddau i bob rhan o'r DU. Gan fod y Porthladd ar gau mae'r holl swyddi gwag o gwmpas Ynys Môn wedi cael eu hadleoli i ardaloedd eraill o'r DU, gan arwain at golli swyddi. Ni wnaiff cwmnïau dalu am y daith 4 awr ddwy ffordd a 200 milltir o Gaergybi i Benbedw, felly maent wedi symud eu lorïau i borthladdoedd eraill".
- c. Dywedodd perchennog gwesty mawr, "roedd cyfraddau meddiannu ystafelloedd wedi disgyn o'r 70/80% sy'n arferol yr amser hwn o'r flwyddyn i 15-20%, gan olygu bod staff cadw tŷ, staff gegin a staff blaen tŷ wedi colli nifer fawr o oriau gwaith".
- d. Dywedodd manwerthwr bychan arall, "rydym yn dibynnu ar yr ymwelwyr sy'n gysylltiedig â'r porthladd. Ers i'r porthladd gau mae ein busnes wedi gostwng yn sylweddol, tua 60 i 70%. Nid yn unig gan deithwyr (ond) gan bobl leol sy'n gweithio yn y porthladd (hefyd)".
- e. Gwelodd manwerthwr sy'n arbenigo mewn gwerthu hamperi i'w rhoi fel anrhegion 95% o ostyngiad mewn incwm.
- f. Dywedodd caffi lleol, "Gyda llai o ymwelwyr yn dod i mewn trwy ddrysau'r caffi, rydym yn gweini llai o bobl ond mae'n rhaid i ni gael staff yn y caffi bob dydd er gwaethaf hynny, ac yn y pendraw mae llai o ymwelwyr yn golygu llai o incwm. Mae hyn yn risg anferth i sefydlogrwydd swyddi gan fod y sector lletygarwch yn wynebu cyfnod anodd yn barod oherwydd bod biliau, cyflogau staff a chostau cyflenwyr ac ati yn anghyffredin o uchel yn barod, yn enwedig ym mis Ionawr. Rydym yn dibynnu ar ymwelwyr achlysurol sy'n dod o'r porthladd i'n cynnal yn ystod y misoedd tawelach. Roedd hi'n llawer iawn tawelach pan oedd y porthladd ar gau. Mae'n bendant wedi peryglu swyddi".

4.7 Roedd data ymwelwyr, a ddarparwyd gan y Rhaglen SMART Cymru, yn dangos bod nifer yr ymwelwyr â chanol tref Caergybi wedi gostwng yn sylweddol. Yn ystod Rhagfyr 2024 ac Ionawr 2025 roedd gostyngiad o 36% a 33%, yn y drefn honno, yn nifer yr ymwelwyr o gymharu â'r un cyfnod yn 2023 a 2024.

4.8 Rhwng 6 Rhagfyr 2024 ac 15 Ionawr 2025 roedd cyfanswm ymwelwyr â'r stryd fawr yn 52,215 - 37% yn llai o gymharu â'r 83,445 o ymwelwyr a gofnodwyd yn ystod yr un cyfnod y flwyddyn cynt.

4.9 Mae'r gostyngiad hwn yn cyd-fynd â'r dystiolaeth a dderbyniwyd yn yr ymatebion i arolwg busnesau'r Cyngor.

#### 5.0 Crynodeb o Brif Sylwadau'r Cyngor mewn Perthynas â'r Ymchwiliad

5.1 Mae gwerth economaidd a chymdeithasol Porthladd Caergybi i Ynys Môn yn sylweddol. Mae cysylltiad annatod rhyngddo â lles cymdeithasol, economaidd a chymunedol lleol, yn ogystal â hunaniaeth a threftadaeth ddiwylliannol. Mae Caergybi yn dref porthladd.

5.2 Dyma'r ail borthladd gyrru i mewn ac allan mwyaf yn y DU ac mae'n parhau i fod y prif borthladd a'r llwybr cyflymaf ar gyfer nwyddau a theithwyr i ac o Iwerddon, ac mae'n cludo tua 1,500,000 o deithwyr y flwyddyn a thua 4,000,000 tonnelli o nwyddau.

5.3 Mae'r Porthladd yn gyflogwr allweddol ar Ynys Môn ac mae'n cefnogi cannoedd o swyddi o ansawdd. Mae nifer o fusnesau'n elwa'n uniongyrchol ac anuniongyrchol o'r porthladd.

5.4 Yn y tymor byr, mae'n rhaid blaenoriaethu sicrhau fod y lanfa a ddifrodwyd yn ailagor yn ddiogel – yn ogystal â'r angen i ddarparu cefnogaeth i fusnesau lleol y mae cau'r Porthladd wedi effeithio arnynt.

- 5.5 Cred y Cyngor y dylai Llywodraeth Cymru ddarparu cymorth ariannol ychwanegol a mesurau ymarferol i gynorthwyo i leihau'r effeithiau negyddol ar fusnesau lleol (gan gynnwys cludiant, logisteg, manwerthu a lletygarwch).
- 5.6 Mae sicrhau gwytnwch a sefydlogrwydd y Porthladd yn y tymor hir yn hanfodol o ran twf economaidd-gymdeithasol a masnach. Mae'r Porthladd yn hanfodol i fywiogrwydd economi Ynys Môn, Gogledd Cymru, Cymru, y Deyrnas Unedig ac Iwerddon.
- 5.7 Mae gweithrediad effeithiol y Porthladd hefyd yn dibynnu'n uniongyrchol ar wytnwch a dibynadwyedd y pontydd dros y Fenai. Mae perthynas symbiotig yn bodoli rhwng yr isadeiledd, lle mae problem mewn un lleoliad yn effeithio ar y llall, yn ogystal â chymunedau a busnesau cyfagos. Os na fydd gwytnwch yn cael ei wella yna bydd y risg o fethiant yn parhau i gynyddu gydag amser.
- 5.8 Mae problemau canfyddedig a gwirioneddol o ran gwytnwch a chysylltedd yn cael effaith niweidiol ar allu'r Ynys i ddenu buddsoddiad economaidd. Mae hyn hefyd yn effeithio ar y ddelwedd a'r proffil.
- 5.9 Bydd y porthladd yn hanfodol bwysig i lwyddiant Porthladd Rhydd Ynys Môn a'r buddion cadarnhaol sylweddol y gallai eu creu.
- 5.10 Mae'r Cyngor yn croesawu cyhoeddiad Gweinidog y Cabinet dros Drafnidiaeth a Gogledd Cymru ar 7 Ionawr 2025 ynglŷn â sefydlu Grŵp Tasg i sicrhau sefydlogrwydd hirdymor ar gyfer y Porthladd. Rydym yn awyddus i gael gwell dealltwriaeth o bwrpas a chwmpas y Grŵp Tasg a sut y bydd yn darparu ymyraethau gwirioneddol i sicrhau dyfodol y Porthladd.
- 5.11 Mae cau'r Porthladd oherwydd Storm Darragh wedi dangos hefyd bod diffyg data economaidd cyfredol ac ystyrlon. Aseiad o'r effaith economaidd newydd i ddarparu gwybodaeth ddibynadwy a chadarn er mwyn sicrhau fod penderfyniadau gwybodus, amserol a phriodol yn cael eu gwneud.