



Complete Agenda

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CAERNARFON
Gwynedd
LL55 1SH

Meeting

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE

Date and Time

2:00pm, TUESDAY, 25TH MARCH, 2025

Location

Virtual Meeting - Zoom

(for public access to the meeting please contact us)

Contact Point

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(DISTRIBUTED 17/03/25)

MEMBERSHIP:

Gwynedd Council:

Eryl Jones-Williams
Louise Hughes
Rob Triggs

Co-Opted Members:

Coun Robert Williams
Dr John Smith
Empty Seat
Mark James
Empty Seat
Ashley Field
Robert Aeron Williams

Barmouth Town Council
Meirionnydd Yacht Club
Cardigan Bay Sea Fisheries Association
Royal National Lifeboat Institution
Barmouth Harbour & Estuary Users Group
Three Peaks Yacht Race
Barmouth Resort Improvement Group

Observers:

Councillor Matthew Harris
Ian Sadler
Councillor Brian Woolley
Peter Appleton
Stephen Tudor
Desmond George
June Jones

Representing Pwllheli Sailing Club
Representing Aberdyfi Harbour Committee
Representing Porthmadog Harbour
Committee

A G E N D A

1. APOLOGIES

To receive any apologies for absence.

2. DECLARATION OF PERSONAL INTEREST

To receive any declarations of personal interest.

3. MINUTES

To confirm the minutes of the previous meeting of the Barmouth Harbour Consultative Committee held on the 22nd October 2024.

4. UPDATE ON HARBOUR MANAGEMENT MATTERS

4 - 11

To submit a report by the Senior Harbours Officer.

5. MATTERS TO BE CONSIDERED AT THE REQUEST OF MEMBERS OF THE CONSULTATIVE COMMITTEE

To consider matters raised by members of this consultative committee:

- Watercraft exclusion zone in the harbour for swimming and paddleboarding.
- Proposal for a slipway opposed the MYC boat storage area to access the Bath House Beach.

6. DATE OF NEXT MEETING

To note that the next meeting of the Barmouth Harbour Consultative Committee will be held on 21st October 2025.

BARMOUTH HARBOUR CONSULTATIVE COMMITTEE 22/10/2024

Present:

Members:

Councillor Rob Triggs (Chair), Councillor Eryl Jones-Williams (Vice-chair), Councillor Louise Hughes, Mark James (RNLI) and Councillor Robert Cadwaladr Williams (Barmouth Town Council)

Officers:

Bryn Pritchard-Jones (Maritime Service Manager), Arthur F. Jones (Senior Harbours Officer), Llŷr B. Jones (Assistant Head of Economy and Community), Daniel A. Cartwright (Barmouth Harbourmaster), Kane Arran Triggs (Barmouth Assistant Harbourmaster) and Sioned Mai Jones and Iwan Edwards (Democracy Services Officers) and E Mererid Watt (Translator)

Also in attendance: Desmond George (Observer, Aberdyfi Harbour Consultative Committee).

1. ELECTION OF CHAIR

RESOLVED to elect Councillor Rob Triggs as Chair of the Committee for the year 2024/25.

2. ELECTION OF VICE-CHAIR

Resolved to elect Councillor Eryl Jones-Williams as Vice-Chair of the Committee for the year 2024/25.

3. APOLOGIES

Apologies were received from Councillor June Jones (Porthmadog Harbour Committee Representative), Councillor Nia Jeffreys (Cabinet Member for the Economy and Community) and Robert Aeron Williams (BRIG – Barmouth Resort Improvement Group). Kane Arran Triggs left the meeting early to attend a first aid incident.

4. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received, however, for information, the Chair informed the Committee that his son, Kane Triggs, was Assistant Harbourmaster at Barmouth Harbour.

5. MINUTES

The Chair signed the minutes of the previous meeting of this Committee held on 19 March 2024 as a true record.

6. UPDATE ON HARBOUR MANAGEMENT MATTERS

Report of the Senior Harbours Officer and the Harbourmaster.

Everyone was welcomed to the meeting and they made a start with the Senior Harbours Officer's report.

Barmouth Moorings and Boat Registration

It was confirmed that 77 boats were registered in 2024 compared with 71 in 2023, and it was hoped that the increase would continue next year. It was reported that the majority had been registered online, namely 1,013 powerboats and 1,044 personal watercraft. In addition, 84 boats with engines below 10hp had been registered, giving a total of 2,141 vessels. The officer noted that this number was lower than the 2,509 that had been registered last year. It was believed that the cause of this was the poor weather during the summer, and the current financial situation.

Port Marine Safety Code

It was confirmed that Barmouth Harbour complied with the requirements and should anyone have any observations about the Code, they could inform the Senior Harbours Officer or the harbour's officers.

Staffing Matters

It was confirmed that there had been no change in the staffing situation, however the Harbourmaster and the Assistant Harbourmaster had been helping out in Porthmadog and Aberdyfi Harbours.

The Senior Harbours Officer confirmed that he would be retiring in March 2025. He noted that his job had been advertised and it was hoped to appoint a new Senior Harbours Officer before Christmas. He thanked the Committee and the Chair for their support over the years.

The Senior Harbours Officer was thanked for his hard work over the years.

Financial Matters: Financial Situation of Barmouth Harbour

The Maritime Service Manager reported on the budget, giving a summary under the main headings. He reported that the information was based on a meeting with the Finance Officers at the beginning of September, which showed actual expenditure for five months and then projected expenditure for September 2024 to March 2025. He reported that it was very difficult to project all the expenditure and that matters such as adverse weather could affect the figures.

Employees – overspend of just over £1,000 due to overtime costs as staff had been providing assistance at the other sites.

Property – overspend of £378 because of maintenance of the harbour building.

Transportation – overspend of £29 – this figure included fuel for the boat but did not include a budget for servicing the boat. It was noted that this was the figure because the boat had been out less frequently due to the poor weather over the summer.

Services and supplies – overspend of £7,000 – this included equipment and implements, contractor costs and health and safety equipment. It was reported that they had had to pay costs for servicing the boats' engines to ensure they complied with the code. Also, the Maritime Service Manager noted that there were further costs such

as paying for maintenance of the moorings and navigation aids, investing in a drone, and new protective clothing. In addition, he explained that the 'Lady Anne' boat had been removed from Penrhyn Point in recent months which had increased costs. It was hoped that they would be refunded for the cost of moving the boat.

In terms of the total expenditure, it was noted that they had forecast the expenditure to be just over £98,000. It was noted, as was shown in the report, that the service projected a total expenditure of £118,634, but £12,000 from reserves would be deducted from this figure leaving a figure of £106,000. Therefore, he noted that the overspend was around £8,000.

In terms of the income, it was confirmed that the service had reached and surpassed the income target. He noted that they were projecting an income of £42,500, around £2000 over the target. He also referred to the possibility of adding to the income from the refund for moving the 'Lady Anne' boat which would push them even further over the target. Considering that the weather had not been great over the summer, the Maritime Service Manager noted that it was a credit and testament to the staff that they had managed to reach the income target. He mentioned several reasons explaining how the harbour had surpassed the income target. He stated that the main source of income was the moorings, and the numbers had increased this year. Also, the harbour sold diesel and the number of visitors to the harbour had increased.

In terms of the harbour's running costs, he stated that the estimated costs were £57,500 but they were forecasting that the costs would be higher, around £64,000. He noted that this was a £6,000 overspend, but this may be halved if they received the refund.

Observations by the Committee Members:

They expressed their appreciation and thanked all harbour staff for their hard work over the summer. Taking into consideration the adverse weather, they were to be congratulated.

Fees and Charges

He stated that there was very little to say about the fees and charges as the season had only just ended, therefore this topic would be given greater consideration over the coming months. It was confirmed that a decision sheet would be made and forwarded to the portfolio leader. By the next meeting in the spring the service would be in a better position to confirm what the fees would be.

Feedback Questionnaires

It was mentioned that a feedback questionnaire had been created on the Council's website and that there were many signs around the harbour with a QR code on them to visit the site. He noted that people could scan the QR code to access the website in order to complete the questionnaire and give their opinions on their experience of the harbour. He reported that 86% of respondents had indicated that their experience was 'very good' or 'good', and no one had stated 'bad'. Furthermore, he noted that the questionnaire included a box for any additional comments, and that many people had said that the staff go out of their way to help, are knowledgeable, and that the customer care was excellent at Barmouth Harbour.

Observations by the Committee Members

The harbour staff were congratulated for their work, and they noted that the feedback being received was that staff were very helpful and did a good job. The member expressed their wish for the message to be conveyed to the Cyngor Gwynedd Cabinet that Barmouth Harbour cost very little to run but attracted a lot of money to Barmouth's economy.

Navigation Matters

The Barmouth Harbourmaster reported that the course of the navigable channel had remained fairly consistent over the last year. However, he noted that the secondary channel, leading into the harbour, seemed to be filling with sand being blown in by the wind. It was explained that this created problems for vessels approaching the harbour wall.

He reported that access under the bridge was now open, as the work on the railway bridge had been completed, and the signs installed last year had been removed.

It was mentioned that they had noticed that vessels entering the harbour had not switched on their VHF radio on channel 12 and had not provided their contact details before arriving at the harbour. In order to improve safety within the harbour, the Harbourmaster emphasised that it was important to remind people to do this.

Operational Matters

The Harbourmaster reported that on 29 October, they found two vessels submerged after turning over. He noted that the wind blew from the south-east, which did not happen often, therefore the boats had been swamped by the waves. On the same night, he noted that he had managed to secure two boats that had broken free from their moorings.

He noted that they had seen an increase in boats visiting the harbour this year, and that excellent feedback had been received from many people who had visited the harbour.

Before the start of the summer season, it was noted that the engines on the harbour's powerboat had received their annual service, carried out by a local marine engineer. The boat had also been painted.

It was reported that the harbour staff continued to number mooring buoys, which were increasing with the increase in the number of customers moorings.

In terms of the remaining maintenance work, the Harbourmaster noted that maintenance was being carried out by staff on a weekly basis, and any matters requiring urgent attention were prioritised.

He referred to the compound road and that the harbour had recently invested in an automatic barrier. In 2023 it had been noted that there were barriers in each individual parking bay to prevent people from parking there. This year, the electric barrier worked better, and very positive feedback had been received from users. CCTV cameras had also been installed around the harbour; this had also received positive feedback.

It was reported that the harbour pontoon was still under maintenance, but they intended to relocate it back to the harbour next year, before the start of the peak season.

Reference was made to the 'Lady Anne' boat that was in Penrhyn Point, and it was noted that the boat had been there for many years because of difficulties in removing it. The owner of the boat had been asked to remove it, but unfortunately this had not happened. Therefore, the harbour has removed the boat under the statutory act and was seeking reimbursement of those costs.

To conclude, he referred to the events that had been taking place around the harbour and expressed pride that many events have returned to Barmouth this year and everything seemed to be going well in terms of the arrangements. Barmouth Town Council and private organisations were thanked for their good work in helping to organise all the events.

Observations by the Committee Members:

They noted that Barmouth Town Council also needed to be thanked for all the events they supported that brought a lot of money into the town.

The Barmouth Town Councillor was thanked for reintroducing the town carnival which had been very successful last year, and it was hoped that this would continue this year.

Harbour officers were also thanked for removing the 'Lady Anne' boat and it was hoped they would receive reimbursement for the costs.

The Chair questioned what would happen if the owner of the 'Lady Anne' vessel refused to pay the moving costs. The Maritime Service Manager confirmed that the invoice has been sent in the last few days, therefore he was unsure whether the owner has received it yet. He noted that there were procedures in place if he was not prepared to pay the debt.

The Chair drew attention to the navigation channel and the sand being removed on the beach by the YGC department. It was noted that this sand was being blown over into the breakwater, and he asked whether YGC should have a look at this to see if they could address the issue.

The Maritime Service Manager confirmed that he had monthly meetings with the YGC department, therefore he would speak to an appropriate officer about this matter.

The Barmouth Town Councillor stressed that YGC's commitment to removing sand from the hole twice a year was inadequate. He noted that the sand was currently almost on top of the retaining wall and blowing across to the road and promenade. He mentioned that he had spoken to several people who had been complaining about this. It was acknowledged that YGC cleaned the road twice a year, which was insufficient.

The Maritime Service Manager replied that he accepted that the sand being blown over into the road was a problem, and he would discuss this with officers from YGC at the next monthly meeting.

7. MATTERS TO BE CONSIDERED AT THE REQUEST OF THE MEMBERS OF THE CONSULTATIVE COMMITTEE

Membership

Reference was made to the previous meeting and to the recommendation from that meeting to try to increase committee numbers as well as the need for more comprehensive representation. It was noted that it appeared that the committee was not receiving a response from local groups to improve the committee's numbers. The Chair observed that there was a vacancy on the Cardigan Bay Fishermen's Association because Co-opted Member John Johnson would no longer be able to represent them due to health issues. He noted that Glen Barnish was happy to take over this seat, therefore it was hoped that he would attend the next meeting. He noted that there was another vacancy on the Barmouth Harbour Users' Group and that he was struggling to find someone else to fill the seat. It was agreed for the Chair to have a discussion with the Maritime Service Manager and the Senior Harbours Officer about trying to increase the numbers on the committee.

The Assistant Head of Economy and Community suggested that it might be worth revisiting the boundary of the harbour area to see if there was an opportunity to bring in members of the Council. He noted that he was keen to include as many organisations as possible who were interested in the harbour on the committee.

8. DATE OF NEXT MEETING

25 March 2025

The meeting commenced at 2.00pm and concluded at 3.05pm.

MEETING	Barmouth Harbour Consultative Committee
DATE	25th March 2025
TITLE	Update on Harbour Management Matters
AUTHOR	Senior Harbours Officer

1. Introduction.

- 1.1 The Committee's main function is to consider, discuss and advise on matters relating to the management, safety and development of the Harbour and to receive Member's observations on matters relating to Barmouth Harbour.
- 1.2 The purpose of this report is to provide a brief update for the attention of the Committee on harbour matters for the period October 2024 to March 2025, in order to receive feedback from the members on safety matters and the operational matters of the Harbour.
- 1.3 The Harbour Committee's of Abermaw, Aberdyfi and Pwllheli were established under section 102(4) of the Local Government Act of 1972.

2. Barmouth Moorings and Boat Registration.

- 2.1 As last year, there has been an increase in the number of customers wishing to have a mooring at Barmouth harbour, enquiries have been frequent over the winter period. We hope to see more vessels in Aberamffra and also in the main harbour.
- 2.2 The majority of the public wishing to register their powered watercraft to use along the Gwynedd coastline now do so on-line, through the Cyngor Gwynedd website. The on-line system will be available from the 1st April for customers to re-register their moorings and powercraft. If any help is required to complete this process please contact the Maritime Service..
- 2.3 The Service looks forward to what it hopes will be a busy summer period this year and that harbour customers and visitors alike will enjoy their time spent in the harbour environment.

3. Port Marine Safety Code.

- 3.1 The Port Marine Safety Code ('PMSC') sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the port marine environment. It applies to all Statutory Harbour Authorities.

The Code represents good practice as recognised by a wide range of industry stakeholders and Cyngor Gwynedd understands that a failure to adhere to good practice may be indicative of a harbour authority being in breach of certain legal duties.

- 3.2 The Service regularly reviews the Port Marine Safety Code for the harbours under its jurisdiction in order to remain in full compliance with the current requirements of the Code. As part of the review process, it is necessary to receive the comments and views of Consultative Committee Members on the suitability of the Port Marine Safety Code and to regularly receive observations

on its contents, particularly with relevance to the harbour activities, navigational aids, suitability of bylaws, safety matters and general day to day work at Barmouth Harbour.

4. Staffing Matters.

- 4.1 The Service would like to announce that Senior Harbour Officer Mr Arthur Francis Jones will be retiring at the end of March 2025. We would like to thank Arthur for his dedication and support to the Maritime Department over the past 10 years. Arthur has created a strong foundation for the Service to continue its development and commitment to the Gwynedd coastline. We wish him all the best in his retirement.
- 4.2 Replacing Mr Jones will be Mr Daniel Cartwright, former Harbour Master for Barmouth. Daniel has enjoyed his time in Barmouth harbour over the past 2 years, creating many lasting friendships.. After a successful application and interview process he was selected to be the new Senior Harbour Officer, and is looking forward to overseeing the development of all the harbours the Maritime Service manage.
- 4.3 Mr Kane Triggs has now been appointed as the new Barmouth Harbour Master following another successful application and interview process. Kane commenced his duties in December, and is possibly the youngest Harbour Master in the UK, which shows that his maturity and knowledge far exceed his years. We are looking forward to both Kane's development and the Harbours'.
- 4.4 We are pleased to announce that the Assistant Harbour Master position has also been recently filled. Advertised in early February we received a number of applicants for the role, after shortlisting and interviews. Ms Lois Roberts was successful with her application and will commence with the Service on the 1st April.

5. Other Matters

Following discussions with YGC I can give a brief update on the Flood Defence Scheme at the Viaduct Gardens.

Until Easter	Highway surface works will continue.
Easter	Reduced restrictions, lights will be reviewed on a rolling basis, works to gardens will continue.
Mid April-July	Work begins on sea wall, Corrugated sheet piles
July	Site compound de-mobilised, some access restored to Viaduct gardens during summer period.
September	Works to start on 'Set Back Wall', lights re-introduced.

6. Financial Matters.

- 6.1 A brief summary of the harbour budget and current financial situation up to the end of the quarter will be provided by the Maritime Service Manager.
- 6.2 During this period it was necessary to commit financial resources for the following;
- Maintenance of navigational aids and beacons.
 - Purchase and Maintenance of harbour tools and equipment.
 - Inspection and maintenance of Council moorings.
 - Maintenance and operation of the of Harbour Powercat patrol vessel including investment to maintain the boat in order to meet the Code of Practice requirements.
 - Maintenance of lands and benches.

6.3 **Fees and Charges. 2025/26.**

With regard to the prospective fees and charges for Barmouth Harbour together with the Powerboat and Personal Watercraft launching fees for 2025/26 season, on previous occasions the Service has adjusted fees in line with the prevailing rate of inflation at the time. At the time of writing however, no decision has yet been made with regard to the level of fees to be applied next season.

7. **Harbourmasters Report.** The Harbourmaster at Barmouth will provide a summary of the Navigational and Operational matters undertaken and encountered during the period October 2024 – March 2025 inclusive, including maintenance issues. A copy of his report is attached.

MEETING	ABERMAW HARBOUR CONSULTATIVE COMMITTEE
DATE	25 th March 2025
TITLE	HARBOURMASTERS REPORT
AUTHOR	BARMOUTH HARBOUR MASTER

H1 Navigational issues

- 1.1** Throughout the winter period the Service has monitored the Navigation Aids and Navigable channel to ensure that Pilotage is safe in and out of Barmouth Harbour.
- 1.2** Harbour Staff will continue to monitor the movement of the sandbanks in the Navigable channel and make any Port and Starboard Hand aid changes where necessary.
- 1.3** The Navigation Aids no4, no6 and no10 are to be serviced this winter, as is the Fairway buoy.
- 1.4** At the time of writing, we have three N to M in place for the following;
- No 6 Port Hand Mark off station – To be returned to station ASAP
 - South Cardinal (Perch) Light not working
 - Fairway Buoy Light Not Working
- 1.5** A new Light for the South Cardinal mark will be with the service at the beginning of April, and will be positioned as soon as possible.
- 1.6** During the winter months the service has noticed again that the channel nearest the Harbour wall has been impacted by windblown sand. This is causing the channel to silt up causing difficulties for vessels leaving and returning to the Harbour at low tides. Vessels are requested to call the Harbour office prior to making their approach to the Harbour wall.
- 1.7** We have seen several incidents in the last year where contact with a vessel is restricted due to sailors not having their VHF radios on,. Mariners are reminded of the need to keep their VHF radios on CH12 during their stay at Barmouth Harbour and to contact the harbour office prior to departure or arrival to obtain the latest navigational and weather information.

*The latest charted positions will be provided with this report.

H2 Operational Issues

- 2.1** The Harbour 'Powercat' was well used last season, and it has had its annual service and inspection to ensure it is ready for the season ahead.
- 2.2** The Maritime Patrol Vehicle has also been well used over the winter and is working well after having had repairs last season.
- 2.3** The Service in Barmouth have been using the CFMOTO UTV regularly since its arrival in Barmouth, it has been utilised to reach areas where the regular patrol vehicle can't reach, such as the sand banks within the harbour.
- 2.4** The Boat and Tipper Trailer are due their annual service, and no defects were found last season. All trailers used by the Harbour Staff are to be serviced regularly to ensure they are safe to use.
- 2.5** The Service has recently invested in a trailered water bowser and jet wash for use at all Harbours, which will help to ensure the slipways and walkways that are subject to tidal coverage stay clean, free of algae growth and safe for use.

H3 Maintenance

- 3.1** Continued maintenance and inspection of the Harbour is being carried out by Harbour officers on a weekly basis. Items that need urgent attention are addressed quickly and other items are added to our winter works plan. One of our access ladders is due to be replaced by a local contractor before the start of the main Summer season.
- 3.2** The service will give updates about the pontoon when available, the Pontoon is a great asset to the "Harbour", and we thank the Town Council, and all involved with this project.
- 3.3** Harbour Staff have changed the trot mooring arrangement in Barmouth Harbour. We have removed two trots from each line of moorings. Due to the frequency of inclement weather and the need for trot moorings decreasing. We have also reduced the number available, which allows more space for vessels to swing on these moorings during inclement weather , and it also increases the space for private swinging moorings.

- 3.4** New RNLI primary and secondary signs are to be positioned in Fairbourne to provide safety information for members of the public.
- 3.5** Harbour staff are continuing to number mooring buoys to easily recognise customer moorings due to the addition of new vessels in the harbour.
- 3.6** Harbour staff have continued to clear unwanted items and rubbish from the compound ensuring the working area is tidy and safe.
- 3.7** The new CCTV system installed at the beginning of 2024 has proved very useful, with footage being used to aid in emergencies.
- 3.8** The Service has invested in a new Gas Oil hose reel for the fuel pump in Barmouth, due to the previous reel exceeding its life expectancy.
- 3.9** With ongoing works in the Viaduct Gardens by YGC and Alun Griffiths, the service has seen the introduction of new Flood Barriers located on the steps and slipways around the harbour.

H4 Events

- 4.1** Barmouth has a very successful summer season with a plethora of different events that bring in lots of tourism to the town. Last year was a huge success and we look forward to welcoming all the events back this year and to welcome new events if any are proposed.

Barmouth Fest/Carnival
Food Festival
Kite Festival (TBC)
Barmouth Striders 10k
Hurly Burly
Moto X
Colwyn Bay Jetski Club Rideout
Walking Festival
Bonfire/Fireworks
Sea2Sky Ultra

- 4.2** The Service wish to advise organisers of proposed events of the need to provide early notification to the harbour office. This is to ensure that all safety protocols and administration processes can be assessed before an event. Events will not be

permitted to take place unless written permission has been obtained from the Service.

Other Matters

1. The Service has had another encouraging season with many more enquires regarding moorings in the Harbour, so we hope to see another influx of vessels joining our community. We saw a 7% increase last year and we have seen another increase again this year. Visiting vessels have also increased last year, reporting back to the office that the welcome and friendliness of the community and staff is commendable, and they will be back with more boats. This can only be welcoming news to Barmouth and to the efforts of everyone who make the town so inviting.
2. The Service has now placed a Port Waste Bin on Compound Road which will serve all harbour customers for waste which cannot be recycled.

BARMOUTH HARBOUR	Financial Performance for the Period 1 April 2024 to 31 March 2025 - August 2024 Review				
	BUDGET FOR THE PERIOD 1/4/24 TO 31/3/25	EXPENDITURE FORECASTED 1/4/24 TO 31/3/25	OVER (UNDER)	August Review	Variance between August & November Reviews
Employees	72,790	69,517	(3,273)	1,081	(4,354)
Buildings	12,730	15,267	2,537	378	2,158
Transport	950	1,772	822	29	793
Supplies & Services	11,770	29,323	17,553	6,968	10,585
One - Off Expenditure - Financed from Reserves	0	11,938	11,938	11,938	0
Total Expenditure	98,240	127,816	29,576	20,394	9,182
Income	(40,730)	(43,834)	(3,104)	(1,899)	(1,205)
Contribution from Reserves Toward	0	(11,938)	(11,938)	(11,938)	0
Total Net	57,510	72,044	14,534	6,557	7,977

HARBWR ABERMAW	Perfformiad Ariannol am y cyfnod 1 Ebrill 2024 at 31 Mawrth 2025 - Adolygiad Awst 2024				
	CYLLIDEB 1/4/24 at 31/3/25	GWARIANT A RHAGWELIR 1/4/24 at 31/3/25	GOR (TAN)	Adolygiad Awst	Gwahaniaeth Rhwyng Adroddiad Awst ac Adroddiad Tachwedd
Gweithwyr	72,790	69,517	(3,273)	1,081	(4,354)
Eiddo	12,730	15,267	2,537	378	2,158
Trafnidiaeth	950	1,772	822	29	793
Gwasanethau a Chyflenwadau	11,770	29,323	17,553	6,968	10,585
Gwariant Un Tro - Ariannu o Cronfeydd yr Adran		11,938	11,938	11,938	0
Cyfanswm Gwariant	98,240	127,816	29,576	20,394	9,182
Incwm	(40,730)	(43,834)	(3,104)	(1,899)	(1,205)
Cyfraniad o Cronfeydd Tuag at Wariant Un Tro	0	(11,938)	(11,938)	(11,938)	0
Cyfanswm Net	57,510	72,044	14,534	6,557	7,977