

Port of Dundee Limited
1 Prince of Wales Dock
Edinburgh
EH6 7DX

Date: 7 September 2026

Dear Mr Kerr,

SCREENING OPINION UNDER THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017

Thank you for your screening opinion request dated 7 August 2026 in regard to the proposed Port of Dundee variation, including construction and capital dredging at the Prince Charles Wharf ("PCW"), Port of Dundee ("the Proposed Works").

The Proposed Works are to be undertaken as part of Port of Dundee Quay Improvement and Capital Dredging ("the Licensed Works"), for which the most recent marine licence was granted on 19 December 2025. The Licensed Works are part of an Environmental Impact Assessment ("EIA") project and therefore the Scottish Ministers consider the Proposed Works to fall under paragraph 13 of schedule 2 of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 ("the 2017 MW Regulations"). The Proposed Works are being carried out in a sensitive area, as defined by the 2017 MW Regulations. Consequently, the Scottish Ministers are obliged to adopt a screening opinion as to whether the Proposed Works are an Environmental Impact Assessment ("EIA") project under the 2017 MW Regulations.

Under regulation 10(5) of the 2017 MW Regulations, the Scottish Ministers have consulted with NatureScot (formerly Scottish Natural Heritage), the Scottish Environment Protection Agency ("SEPA"), Dundee City Council and Historic Environment Scotland ("HES") as to their view on whether the Proposed Works are an EIA project. Copies of the consultation responses received are attached for your review (at Appendix I).

When making a determination as to whether schedule 2 works are an EIA project, the Scottish Ministers must provide their reasons in a written statement, taking into account the selection criteria set out in schedule 3 of the 2017 MW Regulations, as are relevant to the Proposed Works. This is set out below.

Characteristics of the works

The Proposed Works are a variation to the previously consented capital dredging and quay improvement works at PCW. The proposed variation would increase the footprint of the PCW berth pocket by approximately 14,000 metres squared ("m²"), representing an increase of over 64% on the previously consented berth pocket area. It would also deepen the berth pocket to -10 metres ("m") Chart Datum. This would result in the dredging of approximately 67,400 cubic metres ("m³") of additional material beyond that previously consented.

In addition, the Proposed Works include the installation of twelve gravel-filled foundations to support the spud legs of jack-up barges when berthed at PCW. Each foundation would measure approximately 23m by 23m and be excavated to a depth of approximately 3m below

seabed level or until bedrock is encountered. Construction of these foundations would require excavation of approximately 49,300m³ of material and the placement of approximately 70,950m³ of clean gravel fill.

The Proposed Works would be undertaken using a backhoe dredger supported by hopper barges, with dredged material disposed of at the licensed Middle Bank (FO028) disposal site. The dredging and disposal activities would be undertaken as part of the previously consented dredging programme and would not result in any increase to the currently licensed disposal volume. Although the berth pocket would be enlarged and deepened, all dredging activity will remain within the boundary of the previously consented dredge area.

Location of the works

The Proposed Works are within the Firth of Tay and Eden Estuary Special Area of Conservation ("SAC") and the Outer Firth of Forth and St Andrews Bay Complex Special Protection Area ("SPA"). The Proposed Works would result in the loss of approximately 7,130m² of additional subtidal habitat, comprising infralittoral and circalittoral sand and coarse/mixed sediment habitats.

NatureScot advised that the Proposed Works do not alter its advice provided in response to the Licensed Works and offered no further comments. NatureScot concluded that in relation to Protected Areas and Priority Marine Features, the Proposed Works are not an EIA project as defined in the MW EIA Regulations.

HES noted that the proposed variations are limited to works on the seabed and will not be visible to people. HES considered that the Proposed Works are unlikely to have effects on the historic environment of a level that would require consideration through the EIA process.

Characteristics of the potential impact

Dundee City Council advised that due to the nature, scale and location of the Proposed Works it does not identify any significant environmental effects. Dundee City Council concluded that the Proposed Works are not an EIA project.

SEPA referred to its standing advice within its response and indicated that it had no site specific comments to make in respect of the Proposed Works and therefore do not require an EIA.

Conclusion

In view of the findings above, the Scottish Ministers are of the opinion that the Proposed Works are not an EIA project under the 2017 MW Regulations and, therefore, an EIA is not required to be carried out in respect of the Proposed Works.

If you increase, alter or extend the Proposed Works, you are advised to contact Marine Directorate - Licensing Operations Team again to confirm if the screening opinion is still valid.

A copy of the screening opinion has been forwarded to Dundee City Council planning department. The screening opinion has also been made publicly available through the Marine Scotland Information website: <https://marine.gov.scot/?q=node/28054>

If you require any further assistance or advice on this matter, please do not hesitate to contact me.

Yours sincerely,

Peter Sparrow
Marine Directorate - Licensing Operations Team