Port of Cromarty Firth Quay West Dredge Licence Supporting Document

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Contents

1 Introduction

A marine licence application for dredging under the Marine (Scotland) Act 2010 has been prepared for submission to Marine Directorate's Licensing Operations Team (MD-LOT) by the Cromarty Firth Port Authority, trading as Port of Cromarty Firth (PoCF). The application is for proposed bed-levelling works immediately south of Quay West 1 & 2 (referred to hereafter as Berths 5 and 6) at the Invergordon Service Base (ISB). The works are required to remove some higher areas of seabed to ensure the designed berth depth of -12 meters (m) Chart Datum (CD) is maintained, to allow access by large vessels supporting offshore wind projects.

A Best Practicable Environmental Option (BPEO) Report (Affric, 2023a) has been produced to consider the fate of marine sediments arising from the works. A Habitats Regulation Assessment (HRA) Screening Supporting Document (Affric, 2023b) has also been produced. These documents, along with sediment sample results, compliment this supporting document as part of the dredge licence application.

The purpose of this document is to provide supporting information to the marine licence application process. It includes details of the location, a description of the proposed bed-levelling works, outlines how the works align with the National Marine Plan (NMP), and considers potential environmental impacts. Furthermore, it details proposed mitigation to reduce potential negative environmental effects.

2 Works Description

2.1 Location

The Cromarty Firth is situated on the east coast of the Scottish Highlands, 14 miles (22.5 kilometres (km)) north of the city of Inverness and 65 miles (105km) southwest of Wick. The ISB is located on the north shore of the Cromarty Firth, on the southern edge of the town of Invergordon. The ISB is situated some 7 miles (11km) west of the headlands of Cromarty and Nigg (the Sutors), which form the mouth of the Firth.

PoCF's statutory harbour boundary encompasses the Cromarty Firth between the Cromarty Bridge in the west and the Sutors, and an area east of the Sutors. This is illustrated in Figure 2.1, as available from Marine Directorate's National Marine Plan Interactive (NMPI) (Marine Scotland, 2023). Given the complex shape of the boundary and inclusion in NMPI, it was not considered appropriate to supply the co-ordinates as part of the application.

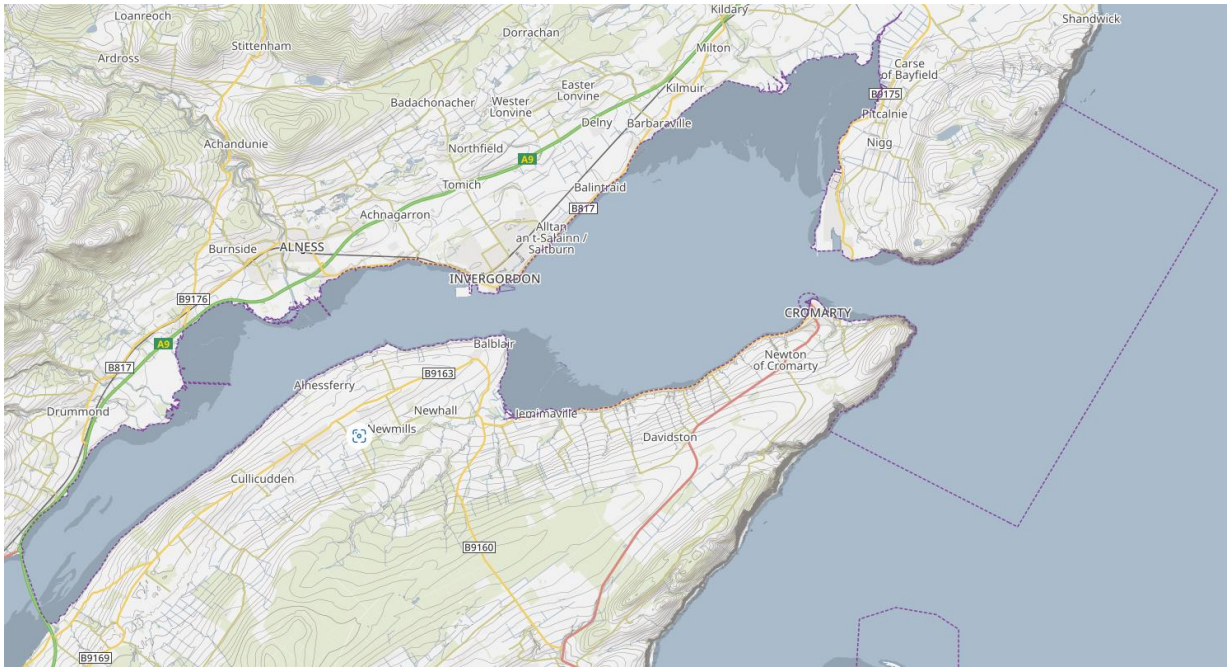

Figure 2.1: PoCF Statutory Harbour Boundary (Source: Marine Scotland, 2023)

Berths 5 and 6 of Quay West are located at the ISB, Shore Street, Invergordon. They were constructed as part of PoCF's Phase 3 & 4 developments, the latter of which was completed in 2022. The area in front of Berths 5 and 6 of Quay West requires bed-levelling works, within the area shown in Drawing POCF_Dredge_QW_001 accompanying the application and defined by the coordinates provided in Table 2.1.

Table 2.1: Coordinates of Proposed Bed-Levelling Works Area

Location	Easting	Northing	Latitude	Longitude
NW Corner	269775.464	868132.057	57° 41.046' N	004° 11.144 'W
SW Corner	269663.651	868003.736	57° 40.975' N	004° 11.252' W
SE Corner	270172.452	868030.548	57° 40.999' N	004° 10.742 'W
NE Corner	270166.287	868150.957	57° 41.063' N	004° 10.752 W

2.2 Need for Bed-Levelling Works

Adjacent to Berths 5 and 6 on Quay West there are some localised areas of seabed which are up to -11.3m CD. The surrounding areas of the quay are -12m CD or deeper, hence the works are required to remove the high spots to ensure the designed berth depth of -12m CD is maintained. This will ensure appropriate water depths are available for all users, and in particular enabling safe navigation and access to the quayside by large vessels supporting offshore wind projects.

2.3 Plough Dredge Methodology

Following the assessment of available options, plough dredging has been identified as the BPEO for achieving the required bed-levelling (Affric, 2023a). Material will be dredged to depths of between 0m and 0.7m below the current seabed level, resulting in an anticipated volume of less than 1,000 cubic metres (m^3) of material being moved. In the majority of the works area high spots are 0.1 to 0.2m, the maximum height to be levelled is 0.7m. The action

of the plough dredge will distribute seabed material from the high points to adjacent deeper areas, to achieve a uniform berth depth of -12m CD.

To carry out the bed-levelling works, a dredge plough will be fitted to an A-frame on the stern of a workboat, and the operational depth set by adjusting winch wires on which the plough is lowered to the seabed. The vessel will position over areas of least depth and plough sediment towards deeper areas. This will level out seabed undulations by moving material from higher areas and dispersing it into adjacent deeper areas. This will be repeated, lowering the plough depths incrementally to level out the seabed within the area and achieve the target depth of -12m CD.

This work is planned to take place in January 2024. It is anticipated to take no longer than one week to complete, which assumes no significant weather-related delays. On completion, the area will be re-surveyed to ensure that a satisfactory water depth has been achieved.

3 Policy Considerations

As the proposed bed-levelling works will be conducted entirely below Mean High Water Springs (MHWS) and within 12 nautical miles (nm) of the Scottish Coastline, the project falls within the remit of the Marine (Scotland) Act 2010. The 2015 Scottish National Marine Plan (NMP) (The Scottish Government, 2015) covering inshore waters is a requirement of the Act. The NMP lays out the Scottish Minister's policies for the sustainable development of Scotland's seas and provides General Planning Principles (GENs). Many of the GENs are specific to environmental topics, and are identified in Table 3.1, along with how the proposed works at PoCF Berths 5 and 6 meet the requirements of a specific GEN of the NMP.

In addition, the applicable NMP Objectives and Policies in relation to Shipping, Ports, Harbours, and Ferries sectors (NMP Chapter 13) and Offshore Wind and Marine Renewable Energy (NMP Chapter 11) are outlined in Table 3.2.

Table 3.1: Applicable Scottish National Marine Plan GENs

General Planning Principles	Requirements	Berths 5 and 6 Quay West Bed-Levelling Considerations
GEN 2: Economic Benefits	Sustainable development and use which provides economic benefit to Scottish communities is encouraged when consistent with the objectives and policies of this Plan.	The aim of the proposed bed-levelling works is to ensure safe navigational access to Berths 5 and 6 at Quay West. This will ensure access for large vessels required for the transport of offshore windfarm components, and cruise ships. Once works are complete, PoCF can continue to support and facilitate offshore energy sector development and the cruise sector, and related economic growth.
GEN 3: Social Benefits	Sustainable development and use which provides social benefits is encouraged when consistent with the objectives and policies of this Plan.	The aim of the proposed bed-levelling works is to provide safe navigational access to Quay West. This will enable access for vessels serving the offshore wind industry and tourism sector, facilitating economic growth in the area. This will lead to local job creation and training opportunities, with associated social benefits.
GEN 4: Co-existence	Proposals which enable coexistence with other development sectors and activities within the Scottish marine area are encouraged in planning and decision-making processes, when consistent with policies and objectives of the Plan.	The ISB can be considered a multi–user facility as it is currently utilised by a range of sectors including offshore renewable energy, oil and gas decommissioning services, subsea fabrication services, and the cruise sector. The bed-levelling works in front of Quay West Berths 5 & 6 will ensure this co-existence can continue within the ISB, supported by safe navigational access for all users.
GEN 5: Climate Change	Marine planners and decision makers must act in the way best calculated to mitigate, and adapt to, climate change.	The works will enable continued growth in the offshore renewable energy sector by facilitating safe navigational access to larger vessels required for offshore windfarm components. The proposed bed-levelling works are considered small-scale in size and duration, and will not give rise to, or require mitigation for, any impacts relating to climate change.
GEN 6: Historic Environment	Development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance.	The ISB sits within a natural deep-water harbour. The first land reclamation took place in the 1860s and Invergordon became a 'dockyard port' for the Royal Navy in 1913. The port was used through both world wars as a naval base and has since grown to support industrial developments in the Highland region. Historical

General Planning Principles	Requirements	Berths 5 and 6 Quay West Bed-Levelling Considerations
		features include records of the Oil Rig Service Base within the ISB, and records of naval uses of the port, including infrastructure associated with WWI (PastMap, 2023). The proposed bed-levelling works will not be detrimental to these heritage assets. Although there have been a number of recorded aircraft and vessel wrecks in the Cromarty Firth most have been salvaged due to the value of the vessels and/or cargo, and to maintain safe navigation within the shipping channels. No records of residual wrecks were found within the proposed location of the works.
GEN 8: Coastal Process and Flooding	Developments and activities in the marine environment should be resilient to coastal change and flooding, and not have unacceptable adverse impact on coastal processes or contribute to coastal flooding.	The proposed bed-levelling campaign will take the berth back to its designed depth and will not change coastal processes or flooding risks.
GEN 9: Natural Heritage	Development and use of the marine environment must: (a) Comply with legal requirements for protected areas and protected species. (b) Not result in significant impact on the national status of Priority Marine Features. (c) Protect and, where appropriate, enhance the health of the marine area.	No Priority Marine Features have been identified or are expected within the works area as it has previously been surveyed and dredged. Designated sites identified in the local area have been considered in the HRA Screening Supporting Document prepared to accompany the application (Affric, 2023b), and are discussed in Section 4: Sensitivities. These considerations are discussed further in Section 5: Potential Impacts, but in summary the proposed works are highly unlikely to give rise to any noticeable impacts to any protected species or habitats.
GEN 10: Invasive Non-Native Species	Opportunities to reduce the introduction of invasive non-native species to a minimum or proactively improve the practice of existing activity should be taken when decisions are being made.	The potential for introduction of non–native species with equipment brought in to complete the works is considered in Section 5: Consideration of Potential Impacts, and appropriate mitigation identified

General Planning Principles	Requirements	Berths 5 and 6 Quay West Bed-Levelling Considerations
GEN 12: Water Quality and Resource	Developments and activities should not result in a deterioration of the quality of waters to which the Water Framework Directive, Marine Strategy Framework Directive or other related Directives apply.	The development is within Water Framework Directive (WFD) Transitional Waterbody: Inner Cromarty Firth (Waterbody ID 200443). It is also approximately 1300m from the Cromarty Bay Shellfish Waters Protected Area (SWPA) (Marine Scotland, 2023). These considerations are discussed in Section 5: Consideration of Potential Impacts, but in summary the development is highly unlikely to give rise to any significant deterioration of water quality.
GEN 13: Noise	Development and use in the marine environment should avoid significant adverse effects of man-made noise and vibration, especially on species sensitive to such effects.	No significant noise associated with the bed-levelling works is anticipated.
GEN 14: Air Quality	Development and use of the marine environment should not result in the deterioration of air quality and should not breach any statutory air quality limits.	The ISB is located outwith any Air Quality Management Plan areas (Air Quality in Scotland, 2023). No significant effects on air quality from the proposed bed-levelling works are predicted, as discussed in Section 5: Consideration of Potential Impacts.

Table 3.2: Applicable Scottish National Marine Plan Objectives and Marine Planning Policies for Offshore Wind and Marine Renewable Energy (NMP Chapter 11) and Shipping, Ports, Harbours and Ferries Sectors (NMP Chapter 13)

Objective/Policy	Requirements	Berths 5 & 6 Quay West Bed-Levelling Considerations
Chapter 11: Objective 2	Economic benefits from offshore wind, wave and tidal energy developments maximised by securing a competitive local supply chain in Scotland.	ISB is a key part of the offshore wind supply chain in Scotland, serving developers of offshore renewables projects and their contractors. The proposed bed-levelling works will ensure Berths 5 & 6 can be safely accessed by large vessels constructing the offshore wind sector, and hence the continued provision of this service.
Chapter 13: Objective 1	Safeguarded access to ports and harbours and navigational safety.	The aim of the proposed bed-levelling works is to provide continued safe navigational access to Berths 5 & 6 of Quay West for a variety of vessels, servicing a number of offshore industries.
Chapter 13: Objective 2	Sustainable growth and development of ports and harbours as a competitive sector, maximising their potential to facilitate cargo movement, passenger movement and support other sectors.	The bed-levelling works will enable Quay West to be fully operational and ensure the continuation of the vital support the port provides to offshore energy sectors. Providing ongoing, safe access will encourage new contracts and investment and in turn, increase growth in the ISB by facilitating offshore industries.
Chapter 13 Policies: Transport 1	Navigational safety in relevant areas used by shipping now and in the future will be protected, adhering to the rights of innocent passage and freedom of navigation contained in United Nations Convention on the Law of the Sea (UNCLOS).	The proposed bed levelling works are primarily to ensure navigational safety for the larger vessels used by the renewable sector in particular, which dock on Quay West.
Chapter 13 Policies: Transport 4	Maintenance, repair and sustainable development of port and harbour facilities in support of other sectors should be supported in marine planning and decision making.	Quay West, as part of the ISB can be considered a multi–user facility, utilised by multiple offshore industries. Bed-levelling works to maintain the designed depth of Berths 5 & 6 of Quay West will ensure this co-existence can continue because of safe navigational access.
Chapter 13 Policies: Transport 6	Marine planners and decision makers and developers should ensure displacement of shipping is avoided where possible to mitigate against potential increased journey lengths (and associated fuel costs, emissions, and impact	Without continued access to Berths 5 & 6 of Quay West, shipping would be displaced to other locations, with potentially longer transit times e.g. to offshore windfarm sites.

Objective/Policy	Requirements	Berths 5 & 6 Quay West Bed-Levelling Considerations
	on journey frequency) and potential impacts on other users and ecologically sensitive areas.	

4 Sensitivities

4.1 Water

The ISB is within WFD Transitional Waterbody Inner Cromarty Firth (Waterbody ID 200443). At last classification in 2020 it was determined to be of overall good status (Scottish Environment Protection Agency (SEPA), 2023a), with high water quality status.

The closest classified Bathing Water is Rosemarkie, located 25km by sea to the southeast, which was categorised as good quality in the most recent assessment in 2023 (SEPA, 2023b).

4.2 Shellfish

The proposed bed-levelling works are approximately 1300m from the Cromarty Bay classified SWPA, which is located on the opposite (south) bank of the Cromarty Firth at Udale Bay, on the Black Isle. The area is 6km long by a maximum of 2km wide, and approximately half of the area is <0m CD, i.e. it is an intertidal area exposed at low tide. The substrate consists mainly of fine sand and mud material. This part of the Firth is sheltered from prevailing winds by the Black Isle but is very exposed to north and north-easterly winds, which produces a fetch that suspends a lot of fine material into the water column (Marine Scotland, 2023).

There is an active shellfish farming site, Udale Bay (Cromarty Bay) site reference SS0143, within the central portion of Udale Bay, some 4.5km east southeast of the proposed bed-levelling works (Scotland's Aquaculture, 2023). The site is licensed for common mussel and native oyster, with the registered operator being Cromarty Mussels Ltd. There are also two inactive shellfish farming sites within Udale Bay, Cromarty Bay West (SS0830) and Cromarty Bay East (SS0834) (Scotland's Aquaculture, 2023).

Investigations into the feasibility of carrying out native oyster restoration in the Cromarty Firth are ongoing (Mossy Earth, 2023). The area being considered is to the east of the ISB.

4.3 Fish

A number of tributaries of the Cromarty Firth are classified as Scottish Salmon Rivers, where salmon are present (Marine Scotland, 2023). The closest are the Newhall Burn, which outfalls to the east of Udale Bay 2.75km southeast of the ISB, and the Alness River which outfalls 5.2km west of the ISB on the same side of the Cromarty Firth.

4.4 Marine Mammals

The Cromarty Firth is frequented by cetaceans and pinnipeds. As detailed in Table 4.1. the Moray Firth SAC which includes bottlenose dolphins as qualifying feature is located 6km east of the development. The Cromarty Firth designated non-breeding common seal haul out site is located approximately 9km southwest of the ISB, on the intertidal sandbanks between the Cromarty Bridge and the Storehouse of Foulis

Harbour porpoise (*Phocoena Phocoena)*, bottlenose dolphin (*Tursiops truncatus*), grey seal (*Halichoerus grypus*), and common seal (*Phoca vitulina*) have been recorded regularly in the waters adjacent to the ISB.

4.5 Ornithology

As detailed in Table 4.1 there are multiple designated sites for birds in the vicinity of the works, these are considered in detail in the HRA Screening Supporting Report (Affric, 2023b).

4.6 Otter

Otter (*lutra lutra*) are known to be in the vicinity of the ISB and are a qualifying feature of some designated sites in the region (see Table 4.1). No resting places have ever been identified within the service base.

4.7 People

The ISB is located on the southern edge of the town of Invergordon, as such there are residential and commercial premises within 500m of the proposed works area.

4.8 Shipping

Invergordon is an operational harbour with regular vessel movements however, movements are controlled by PoCF as the harbour authority, who operate in compliance with the Port Marine Safety Code.

Table: 4.1 Designated Sites Relevant to Proposed Works

European Site	Approximate Distance and Direction from the Works Site	Qualifying Interest(s)
Cromarty Firth SSSI	~300m north	Bar-tailed godwit (*Limosa lapponica*); Red-breasted merganser (*Mergus serrator*); Whooper swan (*Cygnus cygnus*); Redshank (*Tringa totanus*); Wigeon (*Anas penelope);* Mudflats; Saltmarsh; and Sandflats.
Cromarty Firth SPA	~300m north	Osprey (*Pandion haliaetus*) (Breeding); Common tern (*Sterna hirundo*) (Breeding); Whooper swan (*Cygnus cygnus*); Bar-tailed godwit (*Limosa lapponica*); Greylag goose (*Anser anser*); Redshank (*Tringa tetanus*); Curlew (*Numenius arquata*); Knot (*Calidris canutus*); Red-breasted merganser (*Mergus serrator*); Scaup (*Aythya marila*); Pintail (*Anas acuta*); Wigeon (*Anas Penelope*); Dunlin (*Calidris alpina*); Oystercatcher (*Haematopus ostralegus*); and Waterfowl assemblage.
Moray Firth SAC	6km east	Bottlenose dolphin (*Tursiops truncatus*); and Subtidal sandbanks
Inner Moray Firth SPA	15km south south-west	European shag (*Phalacrocorax aristotelis*) (Breeding); Common eider (*Somateria mollissima*);

European Site	Approximate Distance and Direction from the Works Site	Qualifying Interest(s)
		Common goldeneye (*Bucephala clangula*); and Red-breasted merganser. Common tern (Breeding); Bar-tailed godwit; Greylag goose; Red-breasted merganser; Redshank; Curlew; Goosander (*Mergus merganser*); Common goldeneye; Wigeon; Cormorant (*Phalacrocorax carbo*); Oystercatcher; and Waterbird assemblage.
Loch Eye SPA	16km northeast	Greylag goose; and Whooper swan.
Dornoch Firth and Loch Fleet SPA	16km north northeast	Bar-tailed godwit; Greylag goose; Wigeon; Curlew; Redshank; Dunlin; Oystercatcher; Osprey; Scaup; Teal; and Waterfowl assemblage.
Dornoch Firth and Morrich More SAC	16km north northeast	Common seal (*Phoca vitulina*); Otter (*Lutra lutra*); Atlantic salt meadows; Coastal dune heathland; Dune grassland; Dunes with juniper thickets; Estuaries; Grassworth and other annuals colonising mud and sand; Humid dune slacks; Intertidal mudflats and sandflats; Lime-deficient dune heathland with crowberry; Reefs; Shifting dunes; Shifting dunes with marram; and Subtidal sandbanks.
River Spey SAC	48km southeast	Sea lamprey (*Petromyzon marinus*); Atlantic salmon (*Salmo salar*); Freshwater pearl mussel (*Margaritifera margaritifera*); and Otter.

5 Consideration of Potential Impacts

Potential impacts arising from the proposed bed-levelling works, by plough-dredge, for Berths 5 and 6 Quay West are described in Table 5.1, along with identified mitigation, where deemed appropriate.

Table 5.1: Potential Impacts by Activity/Topic and Proposed Mitigation

Activity	Topic	Potential Impact	Mitigation Measures
Plough dredge activity	Water quality – increased sediment loading in water column.	Plough-dredging drags sediments across the seabed, it does not lift sediments through the water column as other dredge techniques do. As such the increase in sediments in the water column is very limited and will happen at depth only. Water depths are at least -11.3m CD in this area, hence effects such as impacts on the foraging success and behaviour of ecological receptors within the marine environment including fish, otter and marine mammal species are highly unlikely. Note impacts on designated sites and their features are fully considered within the HRA Screening Supporting Report (Affric, 2023b). As the effects will be localised and short lived (works will be completed in under 1 week) there will be no notable impact on local water quality. As such effects on the WFD Waterbody Inner Cromarty Firth and Cromarty Bay SWPA are not predicted.	• Use of plough dredge minimises impacts, no additional mitigation required.
Operations and movement of plough dredge vessels.	Invasive Non-Native Marine Species (INNMS).	The use of equipment which has been used in other ports has the potential to transfer INNMS from one port to another. The introduction of INNMS has the potential to cause ecological impacts. This in turn can result in major costs due to the difficulty in trying to eradicate a species once introduced.	• Equipment mobilised to carry out the bed-levelling works will be inspected to ensure it is free from soilage and/or marine material; • Appropriate steps will be taken to ensure that the equipment is cleared of material and allowed

Activity	Topic	Potential Impact	Mitigation Measures
		The ISB lies within the Moray Firth Scottish Marine Region (SMR) classified as a 'Region of some concerns' for INNMS (Marine Scotland, 2020). This SMR is known to contain the high-impact species common cord-grass (*Spartina anglica*) (Marine Scotland, 2020).	to dry out prior to its next deployment. • All vessels utilising the ISB are expected to be compliant with the relevant requirements of the International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004 and where appropriate follow Guidelines for the Control and Management of Ships Biofouling to Minimize the Transfer of Invasive Aquatic Species (Marine Environment Protection Committee, 2023).
	Marine Navigation.	The dredge vessel will be moving in the operational port, and could give rise to an increase in collision risk, or impede the movement of other port users.	• All vessels operating in the area will be under direction of the PoCF Harbour Master to ensure the operational area is clear of vessels during works; • There will be clear communications channels (VHF Radio and telephone) established to ensure the dredge vessel and port radio have adequate communications in place at all times; • Dredge vessel will adhere to a fixed route, speed and direction when arriving and leaving the port; and

Activity	Topic	Potential Impact	Mitigation Measures
			• A Notice to Mariners will be issued in advance of the works.
	Containment – fuel/oils and hazardous substances.	The dredge vessel will utilise fuel oil and may have hydraulic fluids etc on board. In event of an incident, there is a risk that these could be released to the marine environment. Impacting upon water quality with knock on ecological implications for ecological receptors such as fish, otter and marine mammal species if not dealt with promptly. It is noted that the volumes of hazardous materials on board will be small and there is no notable cause why incident would occur, as such the risks are deemed to be low.	• Appropriate maintenance will be carried out on the dredge vessel to minimise the risk of leaks; • Bunded fuel, oil and chemical storage will be provided, and will be locked when not in use; • Refuelling will be carried out by trained operatives following site refuelling procedures; • The contractor will be required to align to the PoCF spill plans and spill kits will be in place with operatives trained in their use.
	Vessel movements – interactions with ecology.	The dredge vessel will be operating in an area very close to the berths, this area is less likely to be utilised by marine mammals. The dredge vessel will be moving slowly, hence physical injury to marine mammals is highly unlikely. As the works are in an area where vessels are moving regularly and the works will be completed in under a week, disturbance to marine mammals is not predicted. Similarly, the location of the works and the fact that vessels are normally in this area, means that disturbance to birds is unlikely. The works are planned outwith the smolt run period (May) hence no impacts on fish are predicted. Note impacts on designated sites and their features are fully considered within the HRA Screening Supporting Report (Affric, 2023b).	• It is not proposed that any formal Marine Mammal Observation is required. However, the dredge vessel crew will be advised to watch out for marine mammals to ensure that they do not interact with them.

6 Summary

It is proposed that bed-levelling works be undertaken at Berths 5 and 6 of Quay West of the ISB within the PoCF. The BPEO has concluded that a plough dredge method should be employed in this instance (Affric 2023b), in order to maintain the berths' designed depth of -12m CD. The works are viewed as critical to navigational safety and to ensure the continued security of operations supported by the harbour. This includes commercial users relying on the berths for larger vessels which support offshore renewables projects.

Potential issues associated with the works have been identified and evaluated, and it is considered that the work will have no significant effects to the marine environment due to the short-duration and localised nature of the proposals. Appropriate mitigation is proposed to minimise potential negative effects on stakeholders and the environment. Potential effects on European Designated sites have been considered within the HRA Screening Supporting Document, no Likely Significant Effects (LSE) are expected, but this will be confirmed by Marine Directorate in consultation with NatureScot.

National Marine Plan policies have been considered, and the proposed bed levelling works are in alignment with both general and relevant specific policies. The prompt award of a marine licence will facilitate the use of the berths by the offshore wind sector and help Scotland in its efforts towards achieving net zero.

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8 Glossary

Acronym	Definition
BPEO	Best Practicable Environmental Option
CD	Chart Datum
COSHH	Control of Substances Hazardous to Health
GEN	General Planning Principles
HRA	Habitats Regulation Assessment
INNMS	Invasive Non-Native Marine Species
ISB	Invergordon Service Base
km	kilometres
m	metres
m^3	cubic metres
MD-LOT	Marine Directorate Licencing Operations Team
MHWS	Mean High Water Spring
NMP	National Marine Plan
NMPI	National Marine Plan Interactive
PoCF	Port of Cromarty Firth
SAC	Special Areas of Conservation
SEPA	Scottish Environment Protection Agency
SMR	Scottish Marine Region
SPA	Special Protection Areas
SSSI	Sites of Special Scientific Interest
SWPA	Shellfish Waters Protected Area
UNCLOS	United Nations Convention On the Law of the Sea
WFD	Water Framework Directive