



## Section 2: Sector Policies

The policies within this Plan are designed to guide all marine and coastal users in terms of proposed and existing development(s) and activities. Users of this Plan must also comply with the National Marine Plan and other relevant legislation.

The general policies within Section 1 of the Plan provide a framework for the sustainable development and use of the marine and coastal environment. These general policies should be adhered to in advance of policies within Section 2 as they are all potentially relevant to any proposal for development or activity by any sector or user of the marine and coastal environment.

Section 2 outlines policy relating to the key current economic activities taking place in the Clyde Marine Region. These policies provide a framework to ensure that the economic, social and environmental benefits are delivered for each sector. The chapters are ordered in the same way as the National Marine Plan.

Each chapter follows the same format, this includes:

- A context which sets out a summary of the main information relevant to the policy area. More information on each of the areas can be found within the [Clyde Marine Region Assessment](#).
- Objectives and policies; objectives provide a measurable strategic aim or goal for each policy area and policies which will deliver the objectives are set out underneath.
- Maps are included at the end of the chapter. For the latest available spatial data, see [National Marine Plan interactive](#) (NMPi). It is recommended that NMPi is used in conjunction with this Clyde Regional Marine Plan.
- Links to further information on the policy area.



## Chapter 12: Shipping, Ports, Harbours, Ferries

Harbour authorities in the Clyde Marine Region are indicated in Map SHIP 1. Developers needing a marine licence may also need to obtain a licence from the Statutory Harbour Authority, for example a Works or Dredging Licence from Clydeport Operations Ltd.



Caledonian MacBrayne ferry travelling to Rothesay.

### Clyde Marine Region Context

This chapter covers developments and activities associated with vehicle/passenger ferries, ships, cruise vessels and commercial freight operations, along with the ports, harbours and other infrastructure that support these activities. It also covers dredging and the disposal of dredged materials.

Ports in the Region have played a significant role in growing the heavy industry and exporting base of Scotland's economy. Many of the coastal towns of the Clyde were established and grew on the back of activity at the ports. Peel Ports Clydeport is the third largest port in Scotland, with almost 16 million tonnes of cargo passing through the port in 2014. Other significant ports in the Clyde Marine Region, at Troon and Ayr, are operated by Associated British Ports.

The deep water port at Hunterston, which is able to handle modern ships of any size and Finnart oil terminal in Loch Long, which can accommodate Very Large Crude Carriers and Ultra Large Crude Carriers are two of the largest facilities. The sector also supports rural and primary industries through the transfer of bulk cargo such as timber, aggregates and grain. Timberlink operates at various sites across the Region, supporting the movement of around 100,000 tonnes of timber from Argyll ports to wood processing plants in Ayrshire<sup>1</sup>. The Clyde Marine Region also supports shipments of timber to other parts of Scotland and to export markets. Shipbuilding employs around 3,500 people across three yards – BAE systems in Govan and Scotstoun; and Ferguson Marine Engineers at Port Glasgow. The number of passengers on cruise services visiting the Clyde Marine Region has been increasing over the last few years and represents around one quarter of cruise passengers to Scotland.

Ferries are also vital: over 4.1 million passengers use the various 'lifeline' ferry services which connect communities in the Clyde and provide links to the islands of Arran, Bute and Cumbrae.

For further detail on this sector, see Chapter 6.9 of the [Clyde Marine Region Assessment](#).

### Objectives



**Objective SHIP 1** Continue collaborative efforts to increase the cruise ship market in the Clyde Marine Region within environmental limits. Promote the Region as a tourist destination by supporting sustainable development of the market for smaller cruise vessels, whilst seeking opportunities for related socio-economic activity.  
MEASUREMENT: Cruise Scotland data.

<sup>1</sup> Forestry Commission Scotland website



**Objective SHIP 2** Promote the use of ports and harbours in the Clyde Marine Region to undertake the construction, servicing and decommissioning of marine structures, in particular where it supports activities contributing to climate change mitigation and adaptation.

MEASUREMENT: Use of CMR ports and harbours.



**Objective SHIP 3** Improve marine connectivity within the Clyde Marine Region and beyond, whilst supporting the move to more sustainable transport. Ensure that any development aligns with the integrated transport objectives in Local Development Plans.

MEASUREMENT: Increase in number of ferry routes or an increase in their use; passenger/vehicle utilisation; service resilience; savings in road equivalent miles; reduction in carbon footprint.



**Objective SHIP 4** Support maintenance of, and improvements to, bulk freight transport, including increased timber export from the Clyde Marine Region.

MEASUREMENT: Increase in Timberlink.



**Objective SHIP 5** Where capital or maintenance dredging is proposed, explore opportunities for associated environmental enhancement.

MEASUREMENT: Marine licence determination process.



## Policies – Authorisations and consents

**Policy SHIP 1** Applications for development(s) and/or activities encouraging growth of the cruise market for boats of around 150 m will be supported generally, where appropriate, and in particular at Dunoon, Rothesay, Helensburgh, Inveraray, Troon, Brodick, Holy Loch, Irvine and Greenock, where they can actively demonstrate strong links to supporting sustainable tourism, including wildlife tourism, in the local area.

**Policy SHIP 2** Development in support of the oil and renewables industries, such as decommissioning of oil rigs or construction, servicing and decommissioning of renewables, will be supported at Campbeltown, Greenock, Hunterston, Troon, Ayr and Loch Striven; in particular where the proposed development can demonstrate a positive impact on regeneration of local areas.

**Policy SHIP 3** The following initiatives will be supported in principle, in particular where they demonstrate a move to delivering more sustainable transport and where they are in line with the relevant Local Development Plans:

- Ferry or related infrastructure initiatives that improve connectivity between the Kintyre peninsula and islands with the rest of the Clyde Marine Region, and/or
- Ferry or related infrastructure initiatives that improve connectivity between the Kintyre peninsula and Northern Ireland.

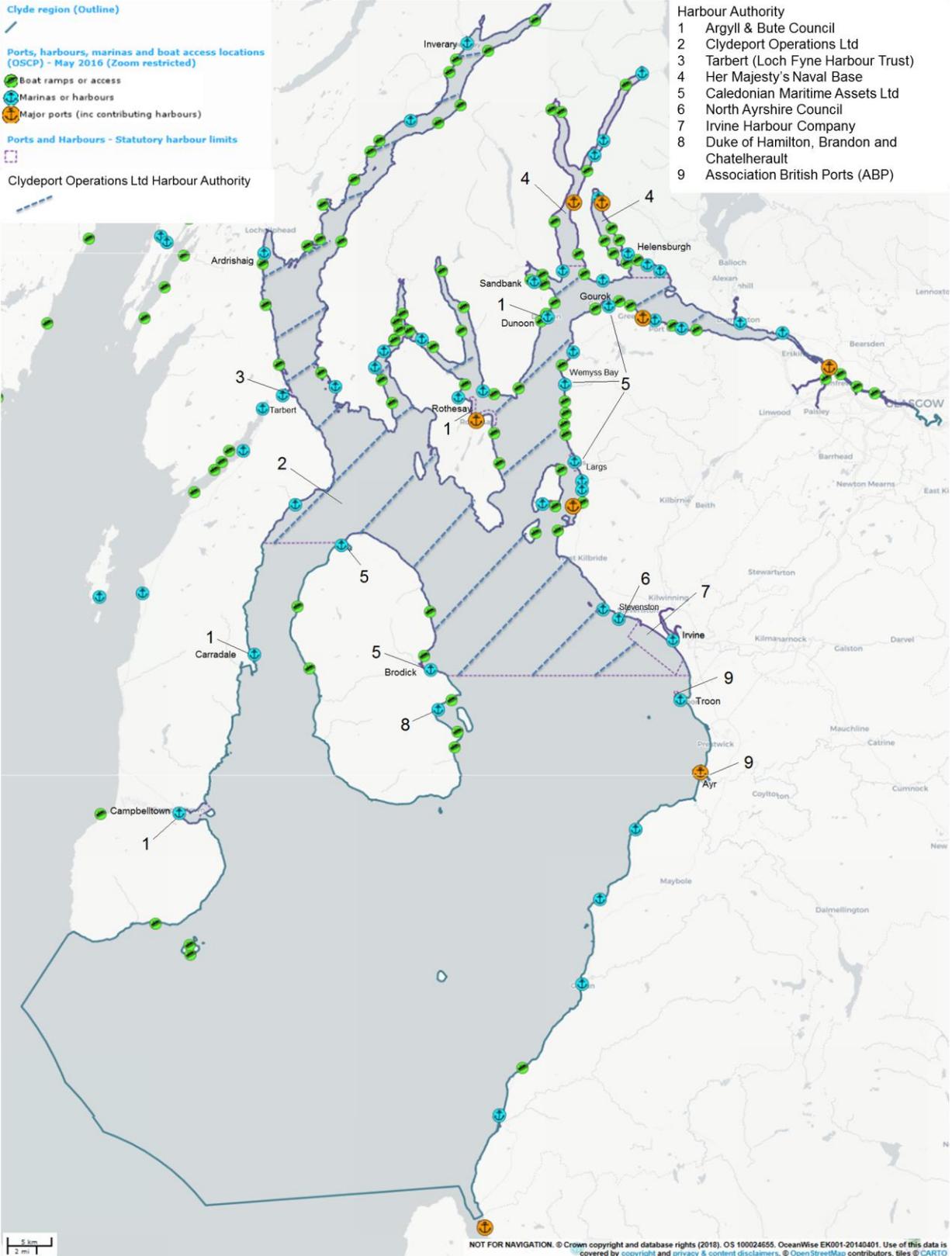
**Policy SHIP 4** Licence applications to support the maintenance, improvement and/or expansion of the timber network from Argyll and the islands of the Clyde Marine Region will be supported.

**Policy SHIP 5** Licence applications for capital and maintenance dredging activities will

be supported where they can demonstrate that consideration has been given to practicable and cost-effective environmental enhancement measures, such as beneficial use of dredged material or dredging methods that retain sediment in the natural system, and how these enhancements will be delivered where this is practicable. Consideration of the Best Practicable Environmental Option should incorporate natural capital considerations, including within cost-benefit analysis.

**Policy SHIP 6** Licence applications for infrastructure upgrade(s) related to the powering of vessels, such as shoreside power facilities, will be supported where the infrastructure can clearly demonstrate a long-term contribution to the reduction in greenhouse gas emissions from the Clyde Marine Region.

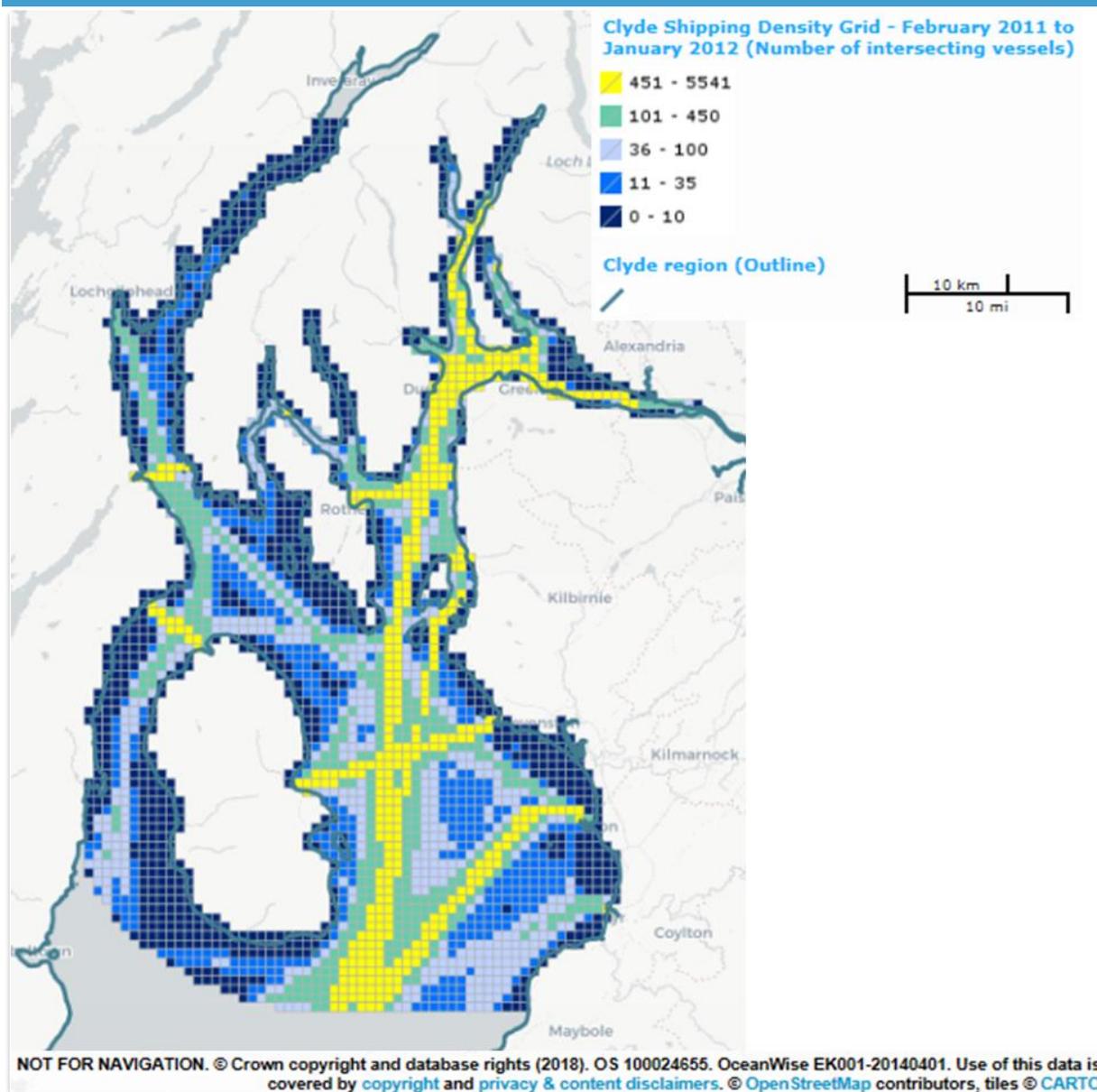
## Map SHIP 1 – Harbour Authorities and main shipping infrastructure in the Clyde Marine Region.



These maps are indicative only. For up-to-date mapping with interactive features, visit [National Marine Plan interactive](#).



Map SHIP 3 – Shipping density in the Clyde Marine Region.



These maps are indicative only. For up-to-date mapping with interactive features, visit [National Marine Plan interactive](#).

**Further information**

Marine information for [Clydeport Statutory Harbour Authority](#)

[Clyde Leisure Navigation Guide](#), issued by Peel Ports Clydeport

[Notices and information about Piers and Harbours](#) owned and managed by Argyll and Bute Council

[Tarbert Harbour Authority](#)

[Holy Loch Port](#)

[Caledonian Maritime Assets Ltd](#), for harbours, piers and slipways at Brodick, Lochranza, Rhubodach, Cumbrae, Largs, Wemyss Bay and Gourock.

The UK Government prepared [A Guide to Good Practice on Port Marine Operations](#) alongside the [Port Marine Safety Code 2016](#).