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Yearbook



2023



42ND EDITION



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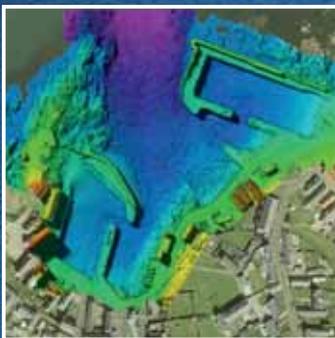
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Cover photograph
Aerial view of Port of Cromarty Firth
©New Wave Images

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Cromarty Firth



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IV18 0HD

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Web: www.pocf.co.uk

PRINCIPAL OFFICIALS

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General Manager: Calum Slater
Finance & Commercial: Richard Fea
Strategic Business Development: Joanne Allday

Invergordon Location: Latitude 57° 41'N
Longitude 04° 10'W

Port of Cromarty Firth (PoCF) is the largest Port in the Highlands and one of the deepest, most sheltered ports in the country. It is a leading facility for offshore renewable energy projects, a primary location for oil rig Inspection, Repair and Maintenance (IRM), subsea work and Scotland's busiest cruise port. The Port offers:

- Sheltered deep water, accessible 24/7/365.
- No tidal restrictions.
- Hub for offshore renewable energy projects, having supported the 588MW Beatrice Offshore Windfarm, 950MW Moray East Offshore Windfarm, 50MW Kincardine Floating Offshore Windfarm and Seagreen Offshore Wind Farm
- Leading European facility for rig IRM and subsea contracts, having completed more than 700 rigs movements and handled over 900 subsea projects.
- Experienced decommissioning port, with all necessary licences in place.
- A world-class supply chain experienced in onshore and offshore energy projects.
- Top Scottish cruise port by passenger numbers.
- Established port for cargo imports and exports.



Port of Cromarty Firth is a hub for offshore renewable energy projects

PoCF is the north of Scotland's principal marine engineering hub. It has established itself as a strategic site for offshore wind developments and remains one of Europe's leading facilities for oil rig IRM and subsea projects. The Firth's sheltered waters provide safe anchorages for the storage of rigs and vessels between projects.

The Cromarty Firth features a world-class supply chain, offering invaluable expertise to the renewable energy, oil & gas, decommissioning and cruise industries and supplying the necessary skills and experience to successfully complete major engineering projects on the largest marine structures.

The Port's recent Phase 4 development; a £31m expansion, has now opened after being named by the Princess Royal as Quay West providing over 90,000m² laydown area complete with heavy lift capabilities and a 372m quayside at 12m draft.

This space and the Firth's sheltered deep waters mean that the Invergordon Service Base is capable of accommodating the biggest offshore floating wind structures and largest support vessels, including rigs, jack-up vessels, offshore production platforms and subsea structures.



Kincardine Floating Offshore Wind's 2MW WindFloat unit arriving into the Port of Cromarty Firth's Queens Dock facility
©New Wave Images





Royal Caribbean's Anthem of the Seas cruise ship berthed at Port of Cromarty Firth ©New Wave Images

Port owned facilities include three berths fully accredited for decommissioning work, capable of taking vessels up to 300m in length alongside and 13.5m draft and a quayside load transfer capability of 12,000 tonnes.

The cruise sector has been a growing market for the Port and generated significant benefits to the Highland economy. The 2022 season saw the Port welcome more passengers than any other Scottish port. 113 ships and 180,000 passengers visited; generating an estimated £18 million for the wider regional economy.

Leading Offshore Energy Hub:

PoCF was created over 45 years ago to service the oil & gas industry and ensure the region benefitted from the North Sea energy boom, while effectively utilising the sheltered deep waters of the Cromarty Firth. The oil & gas sector has long been at the core of the Cromarty Firth's business, due to its proximity to the North Sea, world class facilities and significant supply chain expertise.

The Port now plays a key role in wider North Sea energy developments, including the growing Scottish offshore renewables sector. In recent years there has been a substantial increase in offshore wind activity in the Cromarty Firth and the infrastructure expansions at PoCF have been closely aligned to these opportunities. The recent ScotWind announcements should see this sector continue to develop over the longer term.

The Port was utilised as a principle marshalling facility for the jacket foundations as part of SSE's Beatrice Offshore Windfarm and supported the EDPR Moray East development with the storage and marshalling of subsea pin piles. PoCF has also been involved in the storage of jacket foundations for the Seagreen windfarm and the dismantling and storage of the Kincardine floating windfarm demonstrator.

A number of local supply chain companies have been involved in the offshore wind activity at the Port, building valuable experience and expertise which will be utilised within the next round of Scottish projects and create sustainable local employment opportunities.



PoCF remains one of Europe's leading facilities for oil rig IRM and subsea projects

Components for the 950MW Moray East Offshore Windfarm arrive into the Cromarty Firth, escorted by the Dalmore Pilot Boat
©New Wave Images



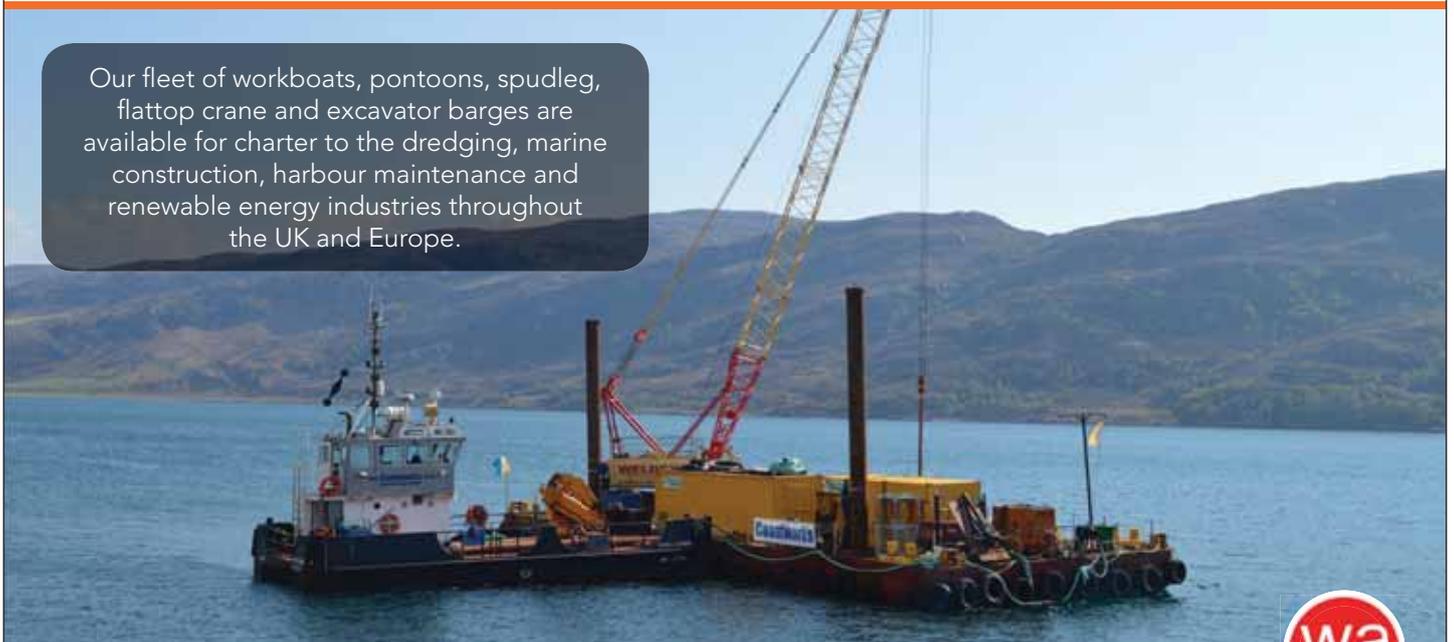
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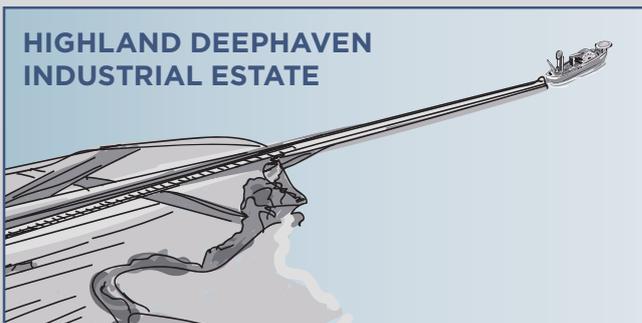
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In order to provide customers and developers with a choice of suppliers and facilitate increased collaboration, the Port operates an 'Open Port' philosophy. This approach allows competent companies to set up and manage projects from Port-owned facilities to maximise choice and competitiveness for visiting customers.

The established supply chain within the Cromarty Firth has a significant track record in offshore energy projects, including logistics specialists, PSG Marine & Logistics Ltd, and international shipping agent, Clarksons. Together, the companies provide an integrated solution from installation to operational maintenance and continuing through to decommissioning. This 'Open Port' philosophy has benefitted customers including SSE, EDPR, Maersk, Transocean and TechnipFMC.

Ancillary support organisations based in the Firth include specialists in rope access, manpower provision, heavy lifting, haulage, scaffolding services, underwater welding and inspection, tank and vessel cleaning, specialist waste handling, and industrial painting.

A full service matrix can be downloaded at <https://pocf.co.uk/supply-chain/>



Dalmore Pilot Boat ©New Wave Images

Facilities Accessible with no Tidal Constraints:

Invergordon Service Base

This strategically important Port-owned facility comprises 45 acres of operational land with more than 800 metres of heavy load-bearing quayside at depths up to 13.5 metres below chart datum. Fabrication and storage sheds are available for rent and are capable of handling large scale modular fabrication. The new Phase 4 development provides an additional 218 metres of quayside and 11 acres of laydown space. This project was part financed by Highlands and Islands Enterprise (HIE) and the European Regional Development Fund (ERDF) Programme.

There are transit sheds for quayside storage, with high quality hard standing adjoining the quays. Invergordon Service Base offers two heavy lift pads and the Berth 5 quayside has a 12,000-tonne load transfer capability. The majority of the site is fully permitted for decommissioning work. Safety and security are paramount, the site is fully serviced and security classified under the International Ship and Port Facility Security Code (ISPS). Marine gas oil and water is piped to quayside or can be supplied by road tanker.

Port of Cromarty Firth offers a world-class supply chain experienced in offshore energy projects ©New Wave Images



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Saltburn Pier is capable of taking vessels up to 300 metres in length

The Cromarty Firth has a world-class supply chain, with more than four decades of experience in repairing and maintaining oil and gas structures such as jackup rigs and semi-submersibles - in fact the TW58 was the first rig to come into the Firth for repairs, over 40 years ago. More than 700 rig and 900 subsea visits have been handled by the supply chain since. The leading engineering capabilities and skilled workforce means that the local supply chain is now able to support major Scottish offshore wind projects.

Saltburn Pier

This Port-owned facility is an L-head jetty with three setback linked mooring dolphins. The south berth has 11.0 metres of water depth below chart datum and is capable of taking vessels up to 300 metres in length. The north berth has a depth of 6 metres below chart datum and is ideal for vessels up to 85 metres LOA. It is serviced by a piled deck one kilometre in length with back parking land.

Facilities include piped water supply and a dedicated electrical sub-station. Close by is the Cromarty Firth Industrial Park, comprising 1,000 acres of designated land with good road access.



The recent investment by PoCF includes Heavy lift capabilities at the Invergordon Service Base ©Scotavia Images

Privately-Owned Facilities:

Highland Deephaven

This facility is a former airfield site with a 1-kilometre causeway used for pipe spooling and the potential for cable spooling. The berth has more than 9 metre water depth and 1,000 acres of support land.

TechnipFMC operates a spoolbase from the Highland Deephaven Industrial Estate. This is one of a number of purpose built spoolbases throughout the world, specialising in advanced pipeline fabrication for pipelay vessels servicing the offshore industry.

Recent investments in mooring facilities mean that the berth is able to handle some of the largest subsea vessels, including the M.V. Deep Energy, a vessel primarily designed to handle subsea installation of reeled rigid pipe of up to 18" (460mm) outer diameter.

Admiralty Pier

This is a T shaped pier privately owned by Bannerman Co. Ltd. with two berthing dolphins at each end. It can accommodate vessels up to 345 metres in length and has 10.5 metre water depth over its entire length.



Port of Cromarty Firth is the north of Scotland's principle marine engineering hub ©New Wave Images

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It is ideal for lay-by and support services with a light crane facility, piped water supplies and adjoining office and parking land. Behind the pier, there are several acres of industrial land, currently leased to oil and gas supply chain companies.

Nigg Oil Terminal

Constructed as part of the Beatrice oilfield, the Nigg Oil Terminal is privately owned by Global Energy Group. It is a T-head jetty consisting of a cargo platform and four linked mooring dolphins.

The facilities can accommodate tankers from 30,000-160,000 d.w.t., up to 290 metres in length, with a water depth of 16.5 metres.

Port of Nigg

This facility was bought in November 2011 by Global Energy Group and is now a leading facility for oil rig IRM, subsea and renewable energy projects. The facility complements that of the Port and has contributed to the overall offering of the Cromarty Firth. In 2015 it successfully completed a quayside expansion programme up to 370 metres in length, with a water depth of up to 12 metres.

Highest Standards of Health and Safety & Security

PoCF has developed a strong health & safety culture and remain committed to not only safeguarding the individuals who work at the Port, but also protecting the sensitive environment of the Cromarty Firth.

With a dedicated HSEQ team, led by a highly experienced Health & Safety Manager, the Port has a commitment to achieving the highest standards of safety performance. PoCF hold certification in ISO 14001 - Environmental Management, 9001 - Quality Management System and 45001 - Occupational Health & Safety.

PoCF has recently achieved a RoSPA Silver Health and Safety Award for working hard to ensure its staff, customers, clients and contractors get home safely to their families at the end of every working day.

A common health and safety regime is in place throughout the Port-owned facilities and the security system is compliant with ISPS. A strict induction policy is in place for all workers and unescorted visitors.

Substantial Environmental Protection

The Cromarty Firth is an area of significant environmental importance, encompassing Sites of Special Scientific Interest (SSSI), Ramsar sites and a Special Area of Conservation (SAC). The Cromarty Firth is an internationally

PoCF plays a key role in growing the Scottish offshore renewables sector
©New Wave Images



important wetland site classified as a Special Protection Area (SPA), with a national nature reserve, and RSPB reserves at both Nigg and Udale Bays.

Environmental sustainability is key to the Port's role as a Trust port, with many different types of species living around the Firth; predominantly birds and marine mammals such as geese, terns, seals and one of the UK's two resident populations of bottlenose dolphins. Port of Cromarty Firth takes its environmental obligations extremely seriously and has an environmental management plan for its activities and a full time Environmental Co-ordinator.

In order to protect the long term future of the Port and to deliver the greatest benefits to customers and stakeholders, Port of Cromarty Firth aims to achieve economic, social and environmental sustainability within the Cromarty Firth, where each element is equally balanced. For over forty years the Port has demonstrated that industry can successfully co-exist with a special marine environment. The Port's performance was recognised by Maritime UK, after being presented with the UK National Sustainability Award for successfully balancing economic, social and environmental sustainability for all of the Port's stakeholders.

Development and Improvement Plans – Phase 4

Port of Cromarty Firth, spanning 46 miles of strategically positioned coastline in the North Sea is a strategic asset to the Highlands and Scotland.

PoCF have made significant infrastructure investments in order to keep pace with the continuing demand for laydown space and quayside availability. The latest expansion – Quay West – is a £31 million investment and offers an additional quayside and laydown area added to the 154 metre quay created under Phase 3. It provides a further 218 metre berth, creating a 372 metre length in total, plus 90,000m² of additional laydown area. This has positioned the Firth as the most logical location for a national offshore wind hub.

Further expansions are proposed in the next 5 years to keep pace with the growth in size and scale of offshore renewable components and to accommodate large scale floating wind projects.

Decades of Experience

The Cromarty Firth, with its sheltered deep waters, has been recognised throughout history as a strategic national asset.

The first full Naval visit came in 1863 and spurred the initial land reclamation by the local laird. In 1906 the jetty was extended and the oil tank farm and



Port of Cromarty Firth is the top Scottish cruise port by passenger numbers





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underground pipes were constructed. 1913 saw the Port become a dockyard port and the Admiralty took control of the waters. It was at this time that Invergordon established itself as a primary engineering facility. The deep water close to the shore allowed two large floating dry docks to be operated and skilled tradesmen moved into the area to establish a naval dock yard. The waters of the Firth provided a safe anchorage for the battleships, heavy cruisers and aircraft carriers of the Home Fleet and a naval presence remained in the Firth until 1993, when the Royal Navy sold the Admiralty Pier and the oil tank farm to Bannerman Co. Ltd. of Tain.

Between the 1950s and the 1970s the Cromarty Firth was a hive of industrial activity. The Invergordon distillery and the British Alcan smelting plant were built, and oil was discovered in the North Sea. Nigg Fabrication Yard was established in 1972 to build the engineering structures necessary to process oil and gas. It was deemed to be in the public interest to encourage further development and exploit the oil reserves, and the Government established the Cromarty Firth Port Authority by an Act of Parliament in 1973.

The establishment of the Port Authority brought the opportunity for the Cromarty Firth to take advantage of the rapidly developing North Sea oil and gas sector and provide support services. The next twenty years were a time of great change in the area, with the development of the Beatrice Oilfield and its connected Nigg Oil Terminal, a pipe coating works, the Invergordon Service Base and the pipe spooling facility at Highland Deephaven. Nigg Fabrication Yard enjoyed twenty five years of success, until the oil price crash in 1998 resulted in the Yard's closure.

That same twenty-year period saw the arrival of cruise ships into the Firth and, as the oil price rebounded to record highs, the number of cruise ships steadily increased as well. In more recent years the decline in the global price of oil led to necessary diversification by the Port, with renewable energy projects and cruise ships increasing in number.

The cyclical nature of different industries underlines the character of most ports. Entrepreneurs come and go, jobs come and go and whole sectors evolve, as markets change and industries move on. There is also a natural ebb and flow to the wildlife in the Firth, with geese sheltering over winter before flying to their feeding grounds, and terns and eider arriving in summer to breed. The only constant is the waters of the Cromarty Firth, the assets that were put into the Trust Port by the Government to be managed in the best way possible for future stakeholders. As the statutory authority

responsible for these assets, Port of Cromarty Firth aims to attract energy projects, tourism, and inward investment to create long-term, sustainable employment and opportunities for the region. As part of this role, PoCF has created the Opportunity Cromarty Firth consortium which is bidding to become one of Scotland's green freeports.

Cromarty Firth Port Authority, trading as Port of Cromarty Firth, is a statutory harbour authority and a Trust Port. It is the custodian of the Firth's waters; responsible for improving, safeguarding and developing the Cromarty Firth as a port, for the benefit of all its stakeholders. This includes responsibility for regulating the movement of all vessels within Port limits to ensure safe navigation, provision of marine and port services associated with the undertaking of the Port's business activities and safeguarding the marine environment in the Cromarty Firth.

Today, Port of Cromarty Firth remains a leading European port supporting the offshore energy industry. It handles a wide spectrum of maritime activities such as offshore wind marshalling and construction, IRM and decommissioning of oil rigs, subsea engineering, bulk cargos, international cruise liners, deep water anchorages and onshore renewables.



Dolphin in the Firth
 ©Peter Taylor

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HIGHLANDS & ISLANDS

Port of Cromarty Firth is managed by an appointed Board of seven members plus a Chief Executive. It has no shareholders. 100% of the Port's surplus (profits) are reinvested in improving, safeguarding and developing the Port.

Its primary functions are to manage the safety and security of vessels and people visiting the Firth, improve Port-owned facilities (Invergordon Service Base and Saltburn Pier), to develop opportunities for employment and economic growth and to safeguard the Firth's environment.

Over £55 million has been invested in the Invergordon Service Base in recent years to attract additional business to the area, improve the infrastructure available to customers, enhance local car parking and roads, adapt to the latest security standards, upgrade access procedures, and modernise working facilities through continual improvements including lighting, health and safety and storage. This has secured the Cromarty Firth's reputation as one of the leading industrial and tourism ports in Europe.

Port Facilities:

ANCHORAGES

Port of Cromarty Firth offers a sheltered harbour for vessels either undergoing repairs and maintenance or awaiting further project work.

There are a number of designated sheltered deep water anchorages in the Firth commonly used for vessels and both jack-up and semisubmersible rigs. The seabed provides good holding ground. Swinging anchorages are allocated outside the Sutors in the Moray Firth for vessels awaiting berths and employment.

These anchorage / wet storage areas will be used for floating substructures and possibly small numbers of fully assembled floating turbines in the future, prior to being towed out to windfarm sites for installation.

For more information contact the Port of Cromarty Firth.
Tel: 01349 852308 Email: port@pocf.co.uk Web: www.pocf.co.uk

BERTHING

Berth	Length	Min. Water Depth	Mooring Bollards
1	60m	3.5m	50 tonnes
2-4	288m	10-14m	50-300 tonnes
Queens Dock	150m	9m	50-250 tonnes
Quay West 1	154m	11.2m	50-250 tonnes
Quay West 2	218m	11.4m	80 tonnes
Saltburn Pier South	300m	11m	50-100 tonnes
Saltburn Pier North	85m	5.2m	100 tonnes

Privately-Owned Facilities in the Cromarty Firth

Highland Deephaven	Please contact owners (Tel: +44 1349 831191)
Admiralty Pier	Please contact owners (Tel: +44 1862 892322)
Nigg Oil Terminal	Please contact owners (Tel: +44 1862 851631)
Port of Nigg	Please contact owners (Tel: 44 1862 851700)

BUNKERING

Marine Gas Oil is available by pipeline on Berths 1-4 of the Invergordon Service Base. At all other berths in Invergordon, it is available by arrangement via road tanker or bunker barge.

FRESH WATER

Available on all berths or by barge on request. The rate of delivery from the quayside is 40 tonnes per hour, subject to facility.

LAYDOWN AREA

Laydown Area	Size	Heavy Lift Capabilities
Berth 1	N/a	No
Berths 2-4	10,000m ²	Yes
North Queens Dock	26,000m ²	Yes
Quay West 1 & 2 (Berths 5 & 6)	92,702m ²	<12 tonnes per m ² UDL



Jacket foundations for the 588MW Beatrice Offshore Windfarm positioned at the Invergordon Service Base ©Stratos



Aerial view of Queens dock and the recently completed Quay West

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Invergordon Service Base:

Owned and operated by Port of Cromarty Firth (Cromarty Firth Port Authority): deep water alongside quays with dedicated adjoining hard standing areas. Rig mooring systems on No.4 and No. 5 berths and the Queen's Dock. Recognised as one of the prime facilities in Scotland for marshalling large work scopes for the offshore wind industry.

Full supply chain services for subsea and IRM engineering, heavy lifting facilities on the quays and fully serviced fabrication, storage and assembly land. Capability for 12,000 tonne load transfer at Berth 5. Full logistic services on site. Used for rig IRM, subsea engineering, renewable logistics and assembly, decommissioning, cruise liners and general cargo handling.

Saltburn Pier:

Owned and operated by Port of Cromarty Firth: two berths utilised for bulk cargo handling, cruise liner berthing and lay-by up to Panamax size vessels.

Highland Deephaven:

Large business park with pipe spooling facility operated by TechnipFMC, stern mooring onto causeway.

For more details contact +44 1349 831191.

Admiralty Pier:

Owned and operated by Bannerman Co Ltd. Ex admiralty fuelling berth utilised for cargo handling and lay-by.

For more details contact +44 1862 892322.

Nigg Oil Terminal:

A designated petroleum terminal owned by Global Energy Group. The berth, capable of handling Aframax vessels, is utilised for import and export of crude oil, ship to ship transfer and slops processing.

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Quay West provides over 90,000m² laydown area, with heavy lift facilities and a 372m quayside at 12m draft
©New Wave Images

Port of Nigg:

Owned and operated by Global Energy Group: ex oil platform fabrication facility with graving dock and alongside berths on the newly developed Nigg South Quay.

For more details contact +44 1862 851700.

PILOTAGE

Pilotage is compulsory for all vessels 60 metres in length or over, vessels over 40 metres in length carrying over 12 paying passengers, and any vessel carrying hazardous substances.

24-hour pilotage service. Contact Port of Cromarty Firth on +44 (0)1349 852308 / shipping@cfpa.co.uk for more details.

SECURITY

24-hour manned security supported by modern CCTV system fully compliant with ISPS Code.

SERVICE CRAFT

Certificated service craft for crew and staff transfer are available on request.

SHIP TO SHORE TELEPHONES

By arrangement.

STORAGE

Extensive serviced open and undercover storage areas are available with deep water quay access.

12,000 tonne heavy load transfer ability at the Invergordon Service Base.

TIDAL REFERENCE

Chart datum is 2.1 metres below ordnance datum Newlyn.

Mean Low Water springs is 0.7 metres above chart datum.

Mean High Water Springs is 4.3 metres above chart datum.

Spring tide range is 3.6 metres.

PoCF handles a wide spectrum of maritime activities such as offshore wind marshalling and construction



TRAVEL CONNECTIONS

Air Services:

Inverness Airport (40 minutes by road) provides daily scheduled domestic and international services, including direct flights to:

- London (Heathrow, Gatwick and Luton)
- Amsterdam (Schiphol)
- Bristol
- Manchester
- Birmingham
- Dublin
- Belfast City

Road and Rail Services:

All Port and privately-owned facilities are within easy reach of the A9 trunk road which runs northwards to Thurso and south-westwards to Inverness and the central belt.

Invergordon has regular rail services north to Wick and south to Inverness.

VHF RADIO COMMUNICATION

"Cromarty Firth Port Radio" maintains a 24hr VHF Radio listening watch on channel 16 and 11.

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The 2022 cruise season generated an estimated £18m for the wider regional economy
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Spirit of Discovery in Invergoron
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Vessels alongside at Saltburn Pier
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Aerial view of Port of Cromarty Firth



Vessels alongside Saltburn Pier



Pilot transfer in the Cromarty Firth

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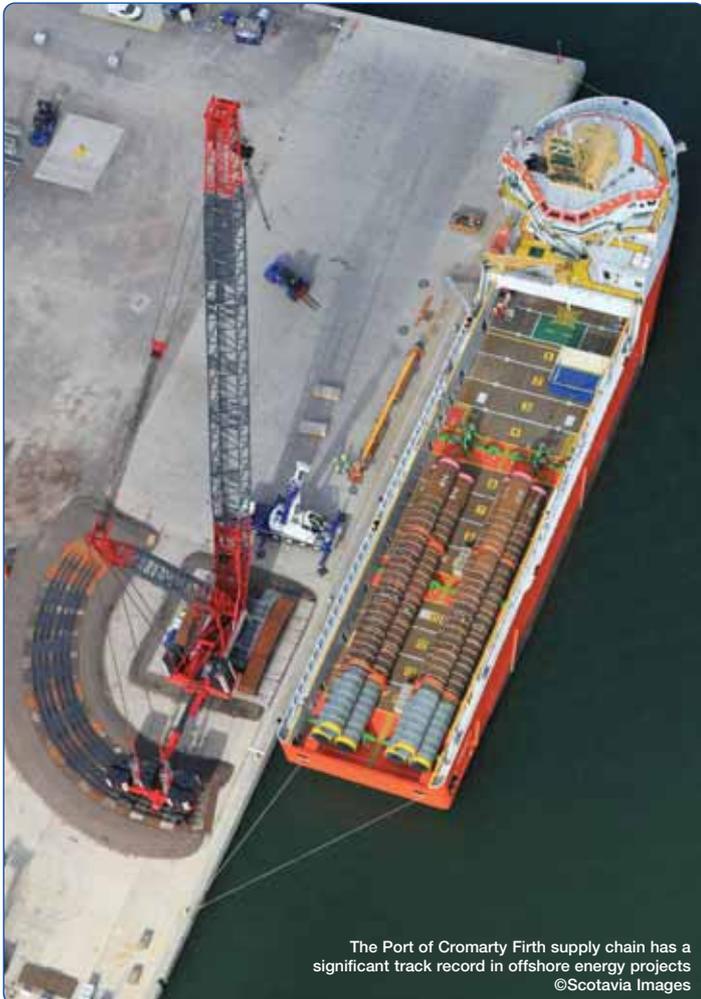
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The Port of Cromarty Firth supply chain has a significant track record in offshore energy projects ©Scotavia Images

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DEME Group's Apollo jack-up vessel in the Cromarty Firth ©New Wave Images



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