



PORT OF
**CROMARTY
FIRTH**

www.pocf.co.uk

ANNUAL REVIEW 2022

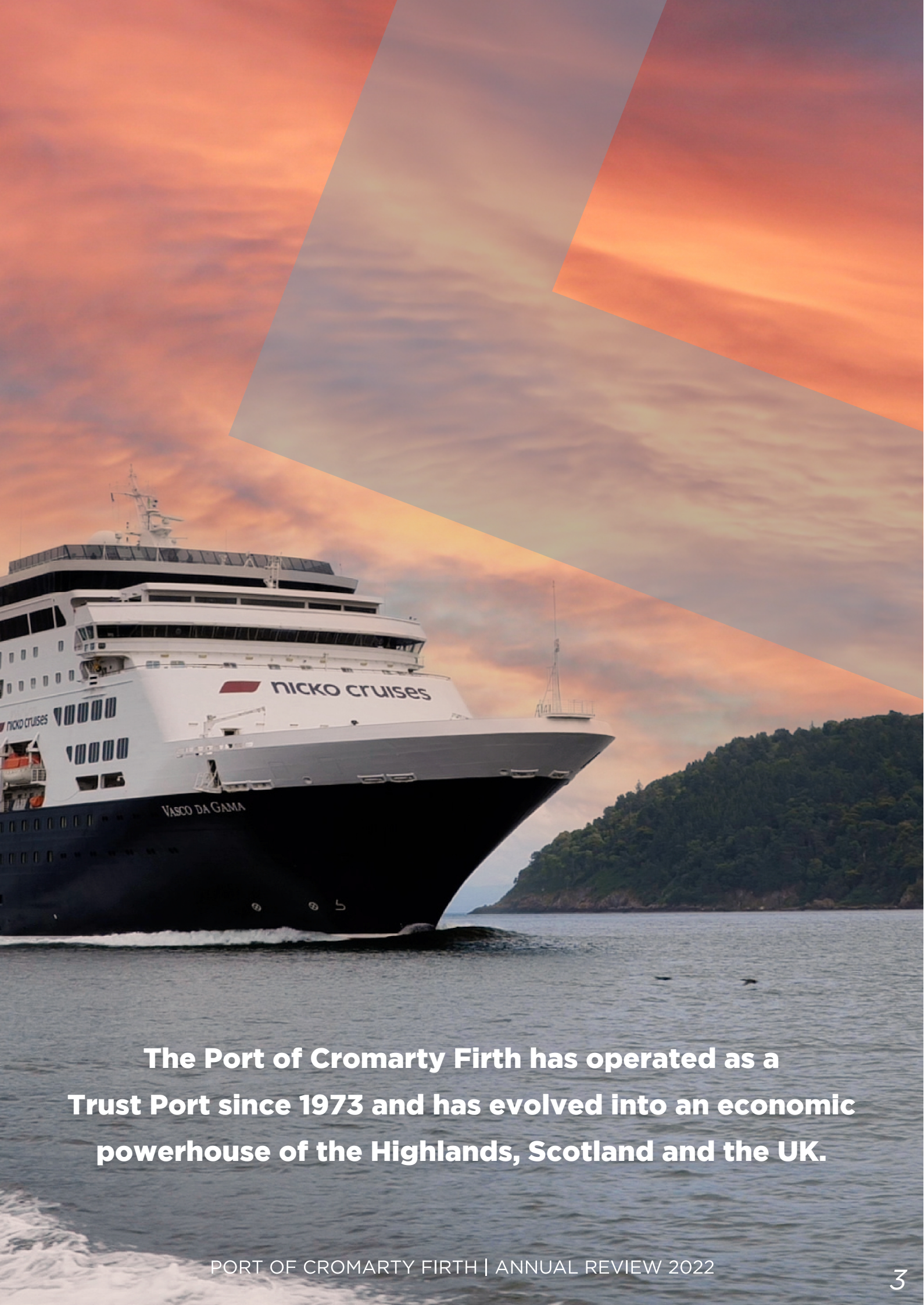
A STRATEGIC NATIONAL ASSET



WELCOME

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The Port of Cromarty Firth has operated as a Trust Port since 1973 and has evolved into an economic powerhouse of the Highlands, Scotland and the UK.

Trust Ports Explained

As a Trust Port, we operate as an independent statutory body and are governed by stakeholders, through an independent board which acts in the interests of our diverse stakeholder groups.

Our stakeholders are broad-ranging and include our staff, customers from around the globe, businesses throughout the Cromarty Firth and the Highlands, local communities, the environment, and local and national government.

We value collaborative work and engagement with everyone who plays a crucial role in driving the Port of Cromarty Firth forward.

We are not publicly or privately owned, and we receive no regular public funding, meaning we must generate our own income. This also means that 100% of the pre-tax surplus generated through our operations is reinvested into the improvement and development of the Port. As a modern and successful Trust Port, we have grown into a national strategic asset that drives economic growth, prosperity, and opportunity.

£50m
**£50 million
reinvested**

In recent years, over £50 million has been reinvested in infrastructure, including land capacity, deep-water berths, and sheltered anchorages.

The Port has also invested in its pilotage service with the arrival of our second pilot boat, Balblair, taking the total investment over the last three years to circa £1.5M.

Our board members and staff are tasked with safeguarding and improving this valuable asset, and to leave it in a better state than when we arrived, for future generations.

As a Trust Port, we also strive to achieve all three pillars of sustainability: economic, social and environmental.



**PORT OF
CROMARTY
FIRTH**

CONTINUED GROWTH

In 2022, the Port of Cromarty Firth more than doubled shipping tonnage.



100%

100% of the pre-tax surplus generated through our operations is reinvested into the improvement and development of the Port.

Increase in
TURNOVER



£9.8M

From £9.2M in 2021

Cruise Ship
ARRIVALS

109

(Recovery from only 21
cruise ship arrivals in
2021)

Shipping
TONNAGE

**9.7M
GT**

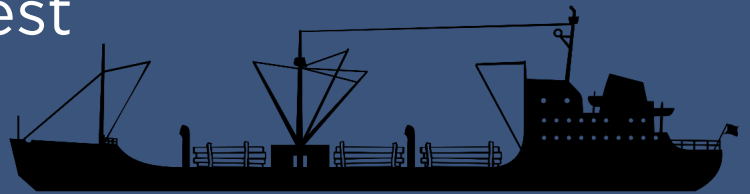
Total
comprehensive
INCOME

£4.5M

Shipping
ARRIVALS

557

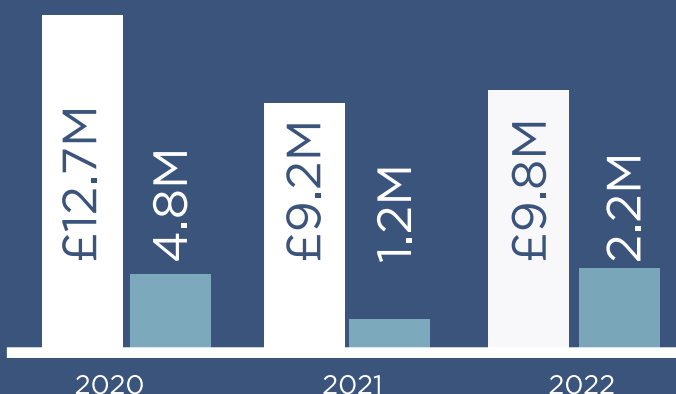
Longest
SHIP



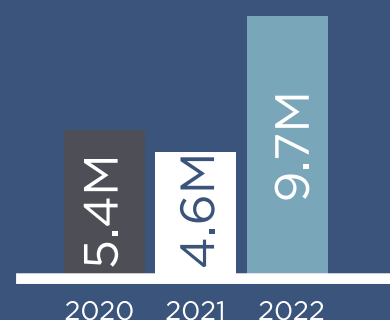
315.7m



FINANCIAL RESULTS
(TURNOVER VS SURPLUS)



VESSEL TONNAGE / GT



Heaviest
SHIP

113,561 GT

Replacement
**TRANSFORMER
SALTBURN**

£104K

New
TERN RAFT

£117K

Completion of
Quay West



£32M+

Acts of
PILOTAGE

911

(403 arrivals, 393
departures, 115 shifts)

New
PILOT BOAT

£750K



Revenue by
SECTOR

Oil & Gas
37%

Cruise
31%

Renewables
21%

Other
11%

Our
STAFF

44

FTE

Pre-tax
SURPLUS

£2.2M

(£1.2M in 2021)

Our People

Meet Allison McGuire



Port of Cromarty Firth
Cruise Manager

The role of cruise manager at the Port of Cromarty Firth is a crucial one as the sector continues to grow, bringing hundreds of thousands of visitors to the Highlands and contributing significantly to the area's economy.

It's a job in which no two days are the same, whatever the time of year, according to Allison McGuire who took up the post in 2017.

Allison said: "One of my favourite aspects of the job is that I get to meet so many people from around the world and from all walks of life. And when they arrive in Invergordon they are extremely enthusiastic to see everything the Highlands has to offer.

"My role here is very diverse. During the cruise season, I'm dealing with day-to-day operations, liaising with more

than 50 cruise lines, various ground handlers, coach companies, tourist venues, taxis, the local community and tourist information.

"During the winter months I'm busy planning the next season, taking bookings which can be up to three years ahead, visiting venues, looking at new tours and attending trade shows to promote the Port, Invergordon and the wider Highland area. No two days are ever the same and I like that."

Before Allison joined the Port team, there had been 90 cruise ship calls to the Cromarty Firth per year and 151,000 passengers. Since then the numbers of calls and seaborne tourists have grown, with a new record of 109 ship visits and more than 167,000 passengers set in 2019.

Unfortunately, in 2020 the cruise sector was devastated by the Covid-19 pandemic and ground to a complete halt. The industry responded by joining forces and implemented strict health protocols to safeguard crew, passengers and the local communities they planned to visit.

Allison continued: "Throughout the pandemic, in my voluntary role of Cruise Scotland marketing and development manager, I played a vital role, along with other members, in lobbying the government and pushing for a cruise restart in Scotland.

"In July 2021, the first cruise ship entered Scottish waters. Although it was a soft start, we did benefit from 21 cruise calls and 20,000 passengers, and it was good to see local businesses getting the benefit of cruise income again, albeit not the numbers they were used to.

"In 2022 we saw the return of a 'normal' cruise season, with 109 calls, clearly surpassing 2019 figures, although the ships were only sailing at 60-65% capacity resulting in 142,000 visitors for that season.

"I'm pleased to say things are now back on track, and yet again, 2023 will be another hugely successful year with 130 calls and over 230,000 visitors."

Looking ahead, Allison forecasts further growth in the cruise sector, with the Highlands continuing to be a must-visit destination for passengers.



CHOOSING TO CRUISE

109 ship visits to Invergordon in 2022, confirming the Highlands' reputation as a must-visit destination.

She said: "The pandemic did shake up the industry, but it has bounced back stronger than ever. The ships are back to nearly full capacity and the ship order books are looking extremely healthy, with 63 new vessels being built between now and until 2027.

"Loch Ness and Nessie will always be a big draw to visitors. However, visitor expectations have also changed. They are more aware of the environment and would like to have a more unique and sustainable experience.

"Now we have a great opportunity for the Highlands to showcase local culture, promote local produce, and educate visitors on how farms and crofts are managed. They also want to meet and spend time with local people, hear local legends through storytelling, and generally be immersed in the culture of the destination.

"After all, that's why they choose the Highlands as a destination. If you can throw a Highland cow or two in the mix, that that would be a crowd pleaser too!"



The Port welcomes cruise ships of all sizes.



Pilot boats help guide ships into the Port.

Port of Cromarty Firth Board Members

The Port of Cromarty Firth board consists of eight members appointed by an open and transparent process. The board and executive management share accountability of the Trust Port in the conduct of the Port's business.

The board meets regularly, to review the Port's business and future plans. They are not owners or shareholders; they manage the Trust Port which reinvests all its surplus into the development of the Port. The board's duty is to safeguard the valuable assets of the Port and hand them on in the same or better condition to future generations.

Our Board



Hugh Mitchell

Chair

Hugh has worked for Royal Dutch Shell for more than 37 years, the last 11 of which have been as chief HR and corporate officer. As a member of Shell's global executive committee, Hugh commands extensive experience in all sectors of the oil and gas industry. He is currently vice chairman of Edinburgh Business School and is a visiting lecturer at London Business School and the University of Edinburgh.



Zeina Sawaya-Melville

Board Member

Zeina Sawaya-Melville is currently Executive Commercial Director of Pryme Group, with extensive experience in upstream oil and gas, ports and harbours. Legal and financial background in strategic commercial and business development has seen Zeina hold senior roles within Schlumberger and Sparrows Group. Zeina is Managing Director at Melville Business Consulting.



Bob Buskie

Chief Executive

Bob joined the Port of Cromarty Firth as chief executive in 2013. Since then, he has transformed its economic fortunes so a wider, more diverse business portfolio could utilise its facilities. He also crafted a business model with sustainability at its heart: economic, social and environmental. In 2019, he was named the Institute of Directors' Director of the Year for the Highlands and Islands, while the Port won Business of the Year and Coastal Powerhouse at the Maritime UK Awards.



Angus McMaster

Board Member

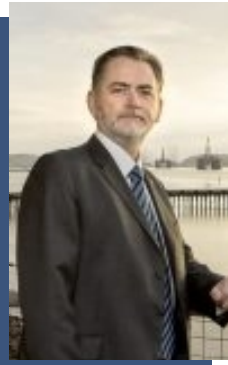
Angus McMaster is an accomplished accountant and member of the Institute for Chartered Accountants of Scotland. He has been a Partner with Frame Kennedy for more than 20 years, where he specialises in tax and business advice. Angus is the Non-Executive Financial Director of Loch Ness Coffee Company. He is also a Non-Executive Director of Albyn Housing Society.



Rhona Harper

Board Member

Rhona is a procurement law specialist and a qualified solicitor with 24 years of experience. A partner of Shepherd and Wedderburn LLP for 18 years, Rhona led the firm's Government and Public Sector Group. Her work has included advising the Ministry of Defence, Highways Management Scotland, and the City of Edinburgh Council. Rhona was appointed chair of Volunteer Scotland in 2017. She is currently the legal secretary for the Water Industry Commission for Scotland.



Stewart Ralston

Board Member

Stewart is an experienced Chartered engineer and project manager, with extensive industry experience working with owners, operators, contractors and consultants on global energy, marine, and renewables projects. He has also held roles of senior partner, executive and non-executive director, subject matter expert, and expert witness. Stewart is a member of the Chartered Institute of Arbitrators.



Graham Peach

Board Member

With a distinguished career in the Royal Navy, Graham served for more than 30 years where he ultimately held the position of director of surface combatants. Graham latterly owned and managed an international maritime support and disaster company, bringing a wealth of experience in strategic business development, leadership and corporate governance. Graham also provides support to NHS Highland's corporate governance teams.



Fiona Larg

Board Member

Fiona is formerly chief executive of Inverness and Nairn Enterprise, and held senior management positions with Cap Gemini, Vertex Data Science Ltd. She played a formative role in the creation of the University of the Highlands and Islands as chief operating officer and secretary, and was made an MBE in 2017 for services to higher education in Scotland. Fiona has also held non-executive board positions with the Council of the Law Society of Scotland, SCDI, Robertson Trust, and Highland Tourism Community Interest Company.



Chair's Report

The Port of Cromarty Firth has made further excellent progress during 2022 on our strategic transition to become the UK's leading Renewable energy Hub.

The Port has also been instrumental in creating the Inverness and Cromarty Firth Green Freeport which has the potential to bring new green jobs and significant economic benefits to the Highland economy. The consortium created to initially deliver the Green Freeport bid and business case shows how, when working together, we can produce a very compelling case to attract new investment to the region.

The Port has a growing capability in supporting the offshore wind energy growth and are ideally located for carrying out the manufacture, assembly, integration and storage of the next generation of offshore fixed and floating windfarm structures and components. Our recent investments in quaysides and laydown infrastructure space positions the Port extremely well to deliver future growth from this market segment. We are making great progress in ensuring the Cromarty Firth becomes the main Scottish Hub able to deliver products and services not just in Scotland but internationally.

As an independent statutory body and UK Trust Port, the Port of Cromarty Firth is governed by an independent Board who provide strategic guidance and direction to ensure best use of our assets and infrastructure. Our objectives as a Trust Port are to develop, improve and safeguard the Port and to ensure that we are primed and ready to be

able to take advantage of the opportunities that new renewable energy markets can bring to the area. I would like to express my thanks to all the Port of Cromarty Firth's stakeholders, staff, Port users, local communities, regional businesses and my fellow Board members for their support, professionalism, and dedication without which the achievements of 2022 would not have been possible.

Safety underpins everything we do across the whole of the Cromarty Firth and together with our environmental work ensures the POCF operates at the highest level possible as we manage our custodianship of the Cromarty Firth.

I am delighted to report that in 2022 an increase in turnover to £9.8m was achieved, returning a surplus (profit before tax) figure of £2.2m. Delivering a surplus once again allows us to continue our journey of reinvestment and development, benefiting local stakeholders and the regional economy. We continued our investment in our core pilotage service, delivering another new vessel and increasing the associated marine crew, pilots and management staff. This will serve us well in supporting the planned growth across the whole of the Cromarty Firth. Our Cruise business saw a steady return to past volumes with further growth expected in 2023 and beyond.

Our Board also continues to evolve. I would like to thank Angus McMaster and Zeina Sawaya-Melville, who completed their tenure on the Board and welcome our new Board

members, Robert McCaig and Dr Derek McGlashan, whose experience compliments that of the existing Board and we look forward to working with them.

The past year has seen the Port continue to make progress; our Chief Executive Bob Buskie has once again been the key driving-force behind the Port's performance, leading the team by demonstrating a professional and pragmatic approach, making sure that essential operations take place safely and supporting the Port's customers, contractors and stakeholders. 2023 will present different challenges and I am confident that we have the right team in place to achieve our ambitions during the year ahead.



Chair's Report
Hugh Mitchell

Chief Executive's Report

Scotland is at the forefront of future offshore wind developments, both fixed bottom and floating offshore wind with 5GW to be delivered by 2030 and 27GW by 2040. The Port of Cromarty Firth (POCF) is strategically positioned to become the prime renewable energy hub for the ScotWind projects being planned. POCF are doing everything possible to ensure this opportunity is enjoyed by as many stakeholders as possible.

We anticipate rapid expansion of the offshore wind market which will lead to growing business opportunities which will require significant development of supply chains, services, port infrastructure and training & development of the workforce required to meet demand. Critical infrastructure will have to be built out and the POCF will work with Offshore Wind Developers to help identify the scope and scale needed to scale up and inform government of the requirements to be successful.

To optimise this opportunity the POCF took a leading role in the bid to become a Green Freeport. POCF were instrumental in the creation of Opportunity Cromarty Firth (OCF) a consortium created to support the bid for creating an **Investment & Wind Hub for global green trade**, with the aim of stimulating component manufacture and creating new jobs in the Cromarty Firth, the Highlands and across Scotland. When developed the outcome will support the UK Governments **Levelling Up & regeneration objectives including decarbonisation, and transition to net zero**. This ambition will deliver a different future for the Highlands; one in which the trend in depopulation will be reversed.

The hard work starts now to make sure that every opportunity is developed creating global leadership skills and working with local communities and stakeholders to ensure that everyone understands the size of the prize and the long-term benefits for the region and country.

The professionalism of our staff was once again very apparent in 2022, their enthusiasm and commitment to provide a quality service for our customers ensured we continued to operate successfully.

The Cruise industry saw a welcome return to strength throughout 2022 with 109 calls into the Port, accounting for 31% of turnover in 2022. 141,000 pax and 69,000 crew arrived with ships running at 60% capacity, 2023 season is looking at 239,000 passengers as ships are back to 85-95% capacity. This will help deliver ca. £20M spend to the Highlands economy during their stays.

Oil and Gas continues its decline with less activity in drilling rig upgrades and sub-sea manufacturing, income was 37% of turnover. Renewables performed well at 21% of total income for the year.

The Port of Cromarty Firth has focused on continuously improving our strong health and safety culture within the business, which safeguards the sensitive environment of the Cromarty Firth and protects Port stakeholders. I am extremely proud that in 2022 we passed our health & safety audit with flying colours and received recertification in ISO 9001 (Quality Management System), ISO 14001 (Environmental Management) and ISO 45001 (Occupational Health & Safety) and once again our own operations resulted in zero reportable health & safety or environmental incidents.

Operating costs increased in 2022 due to the recruitment of additional operational staff and costs to meet increases in security, HSEQ and compliance requirements. Turnover increased year on year and total comprehensive income for the year was £4.496m compared with £2.986m in 2021.

The Port completed the £32M Quay West expansion project, continuing our investments in infrastructure helping to position us as the prime location to support Scotland's offshore energy transition. The first major project is already secured, and Quay West and associated infrastructure will be used to support the marshalling of monopiles for Moray West Offshore wind farm throughout 2023.

We received delivery of our second new Pilot Boat 'Balblair' at a cost of £750k she joins our existing boat the Dalmore and completes our fleet. We have increased our marine team to accommodate the future growth in services across the Cromarty Firth.

Lastly, I would like to add my thanks to those of our Chair for the commitment, diligence and resilience demonstrated by our team, Board, Port users, customers, and wider stakeholder groups throughout 2022. Their collective efforts and assistance have helped the Port navigate the challenges faced recently. We look forward to continuing our prosperous engagement and relationship, while providing world-class infrastructure and facilities for the future.



Chief Executive's Report
Bob Buskie

Annual Accounts

Our most recent financial statements

	2022	2021
	£	£
Turnover	9,847,564	9,153,726
Cost of sales	(6,715,281)	(5,167,896)
Gross profit	3,132,283	3,985,830
Administrative expenses	(2,368,993)	(2,480,342)
Other operating income	2,000,000	59,225
Operating profit	2,763,290	1,564,713
Interest receivable and similar income	16,923	796
Interest payable and similar expenses	(488,702)	(343,053)
Other finance costs	(64,000)	(65,000)
Profit before taxation	2,227,511	1,157,456
Tax on profit	(630,535)	(33,344)
Profit for the financial year	1,596,976	1,124,112
Other comprehensive income		
Actuarial gain on defined benefit pension schemes	3,866,000	2,482,000
Tax relating to other comprehensive income	(966,500)	(620,500)
Total comprehensive income for the year	4,496,476	2,985,612

	2022	2021
	£	£
Fixed assets		
Tangible assets	60,167,644	59,059,138
Investments	50	50
	60,167,694	59,059,188
Stocks	11,683	11,982
Debtors	1,331,420	935,221
Cash at bank and in hand	8,227,121	8,297,511
	9,570,224	9,244,714
Creditors: amounts falling due within one year	(3,568,555)	(13,184,938)
Net current assets / (liabilities)	6,001,669	(3,940,224)
Total assets less current liabilities	66,169,363	55,118,964
Creditors: amounts falling due after more than one year	(25,663,182)	(17,281,941)
Provisions for liabilities		
Retirement benefit obligations	-	2,318,250
Deferred tax liability	797,562	306,630
	(797,562)	(2,624,880)
Net assets	39,708,619	35,212,143
Capital and reserves		
Profit and loss reserves	39,708,619	35,212,143

Hugh Mitchell
Chair

Green Freeport bid highlighted the huge potential of Inverness and the Cromarty Firth

In January, Prime Minister Rishi Sunak visited the Port of Cromarty Firth's Invergordon headquarters to announce the Highlands was to become home to a Scottish Green Freeport.

Throughout 2022, the Port played a pivotal role in the campaign for Inverness and Cromarty Firth Green Freeport (ICFGF). ICFGF is one of two Green Freeports in Scotland – the other based in the Firth of Forth. Together with eight freeport locations in England, chosen in 2021, they are a key part of the UK Government's "levelling up" policy.

Freeports are designed to boost economic growth, and will be designated zones where normal tax and tariff do not apply. In Scotland, they are 'green' to reflect the Scottish Government's requirements that the zones should contribute to a just transition to net zero emissions by 2045, deliver net zero benefits, and create new green jobs.

Additionally, the model set out by the Scottish Government emphasised commitment to Fair Work First principles, as well as supporting innovation, trade and inclusive growth.

Five areas of Scotland were in the running: Inverness and the Cromarty Firth, Aberdeen and Peterhead, Orkney, Edinburgh and Glasgow. Cairnryan was initially involved, but withdrew.

The driving force behind the Highland bid was Opportunity Cromarty Firth (OCF), a consortium formed two years previously.



RENEWABLES IN FOCUS

The Port of Cromarty Firth played a significant role in the bid for Green Freeport status.

The Port was central to its formation and development, helping to unite 30 regional businesses, public sector organisations, academic bodies and renewable energy developers under the OCF banner. Other members included Port of Nigg owners Global Energy Group, the Port of Inverness, Highlands and Islands Airports, The Highland Council and UHI.

Joanne Allday, Port of Cromarty Firth's strategic business development manager, said: "From the outset, as the detailed bid was being prepared, OCF sought to raise the profile of the area on a national level.

"In particular, OCF emphasised the scale and scope of opportunities presented by the large-scale development of offshore wind in waters close to the Firth and associated energy technologies.

"Over the summer and beyond, OCF took every opportunity to emphasise how we had the location, capacity and capability to become a focal point for a thriving, sustainable, homegrown renewables industry, able to transform the nation into a net zero economy; become a global exporter of clean energy, technology and expertise; and make a significant contribution to UK energy security.

"The consortium's campaign highlighted not only how a Highland Green Freeport could lead to the creation of many new jobs, shared across Scotland and the rest of the country, but also how it would

help the region compete on a level playing field with other parts of the country, ensuring the establishment of new manufacturing facilities and attracting new, sizeable investment to the Highlands."

Cromarty Firth is widely regarded within the renewables sector as the only location in the country suitable for manufacturing equipment at the speed and scale needed to deliver cheaper electricity and energy. That unique position helped OCF quickly gain the support of most of the 17 winners of ScotWind seabed leases for new offshore wind farms.

OCF's bid stated how a proposed floating "super wind hub" assembly and production facility – a development that would be enabled by winning Green Freeport status – set the area apart from the rest of the country.

It also highlighted how the drive to set up fixed and floating offshore wind farms would also spur development of a new green hydrogen industry in the Highlands. One example used to illustrate how this would benefit the area is the distilling industry.

Leading Scotch whisky maker Whyte and Mackay publicly backed the OCF bid in a letter submitted to UK and Scottish ministers in June. The firm, the largest distiller in the north of Scotland, is expected to be one of the first users of green hydrogen produced from a planned electrolyser on the Cromarty Firth.

Whyte and Mackay owns five distilleries across Scotland, including Invergordon and The Dalmore on the Cromarty Firth. The Invergordon distillery alone is the largest in the north of Scotland and is one of the biggest employers in the Cromarty Firth, with a workforce 130 strong.

It funded a feasibility study for the electrolyser, along with fellow distillers Glenmorangie and Diageo, as well as ScottishPower, Storegga and the Port of Cromarty Firth.

ScottishPower and Storegga have since announced plans to jointly develop one of the UK's largest green hydrogen plants in the area. The project's first phase, expected to be operational in 2025, will be capable of producing up to 20 tonnes of green hydrogen a day, for use in distillery heating processes, as well as regional transportation.

Inverness and Cromarty Firth Green Freeport would have the potential to bring forward investment of more than £1bn in a larger-scale plant by up to 10 years, placing the Highlands "firmly at the centre of larger scale production" of the zero-emission fuel.

Since January's announcement work continues apace to establish ICFGF, with further developments to follow.

Renewables

The next decade will see a revolution in clean energy production and consumption as the rise of renewables continues at a dramatic pace.

ScotWind was the first round of offshore wind leasing in Scottish waters for a decade. In January 2022, it resulted in 20 projects securing seabed option agreements with an expected capacity of just under 25GW.

The massive expansion of the Scottish offshore wind sector that will follow the ScotWind leasing round announcement has the potential to be a game-changing opportunity for the Highlands.

The Cromarty Firth has been identified as the logical location to take advantage of this change. With its deep, sheltered waters and extensive supply chain, the Firth has for decades provided the perfect base for companies to launch their operations into the North Sea and beyond – from oil and gas to cruise, and now fixed and floating offshore wind projects.

The renewables construction, operation and maintenance and repowering or decommissioning could bring

billions of pounds of investment and new jobs to Scotland. Commercial deployment of floating wind and green hydrogen is likely to happen first in Scotland.

The Port of Cromarty Firth is primed and ready to take advantage of the opportunity with the winning developers, alongside our partners in Inverness and Cromarty Firth Green Freeport, collaborating to provide a sustainable economic impact in the Highlands for years to come.



LEADERS IN RENEWABLES

The Port of Cromarty Firth is ideally placed as a hub of renewables innovation.



Oil and Gas

Oil prices increased in the first half of 2022 because of supply concerns following the situation in Ukraine and settled down in the second part of the year.

The trend for the reduction of repair, maintenance or upgrade projects taking place in the Firth for local businesses to work on continued in 2022, as the North Sea continues its managed decline, with only four rigs remaining in the Firth at the end of the year.

A number of rigs left from the Firth to experienced recycling centres across Europe for decommissioning with some also returning to work in the North Sea.

As new energy sources grow, oil and gas consumption should fall. There are varying estimates on the rate at which this might happen.

The Port is working hard with other partners across the region to diversify into sectors that are growing for the future, e.g. wind energy and green hydrogen.



The Port's deep waters mean berths are perfect for stacked rigs.

Cruise

2022 saw Port of Cromarty Firth welcome 109 cruise ship calls at Invergordon between April and October, totalling five more than in the last full pre-pandemic season in 2019.

With liners operating at reduced capacity throughout the period, the total number of passengers arriving was just under 142,000, compared to 166,000 three years ago.

The visits by the vessels and associated tours to Inverness and tourist attractions throughout the region are estimated to have contributed around £15m to the wider Highland economy this year.

That figure is expected to be surpassed next year, with advance bookings pointing to significant increases in calls at the Port and passenger numbers in 2023.

After all the challenges since the outset of the Covid pandemic, the cruise industry in Scotland has certainly bounced back during 2022. Initially, cruise ships were operating at 60-70% capacity and by the end of the season this had increased overall, with some vessels reaching up to 95% load factors.

All of these factors combined to bring another record-breaking year in terms of vessel visits.





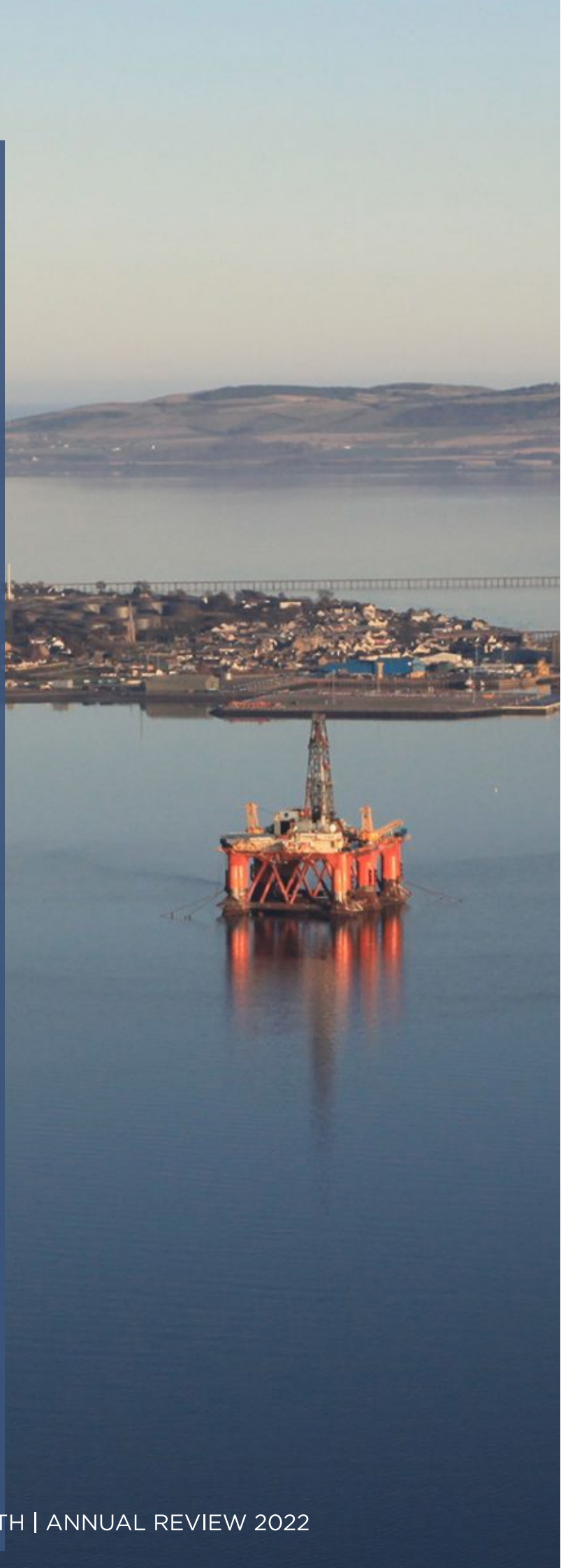
Next year, we are expecting another record-breaking season, with a large increase in cruise calls and passenger numbers.

HSE Success

The Port of Cromarty Firth landed an internationally-recognised award for demonstrating high health and safety standards during 2022. The RoSPA Silver Health and Safety Award was presented for ensuring the Port's staff, customers, clients and contractors get home safely to their families at the end of every working day.

The RoSPA Silver Health and Safety Award recognises the Port's commitment to working hard to ensure its staff, customers, clients and contractors get home safely to their families at the end of every working day.

Organisations receiving a RoSPA award are recognised as being world-leaders in health and safety practice. Every year, nearly 2,000 entrants vie to achieve the highest possible accolade in what is the UK's longest-running H&S industry awards.



HSE in Numbers

SITE
SAFETY INDUCTIONS

1,718

(Employee Inductions - 12)



TOOLBOX
TALKS

21



INTERNAL
AUDITS

5



FPAL
**PERFORMANCE
SURVEYS**

23



STAFF
TRAINING COURSES

28



WORKPLACE
INSPECTIONS

22



SAFETY
FORUMS

32

(Internal Departments)

HSEQ
MEETINGS

39



RISK
**ASSESSMENT
REVIEWS**

32

Environment & Community Support

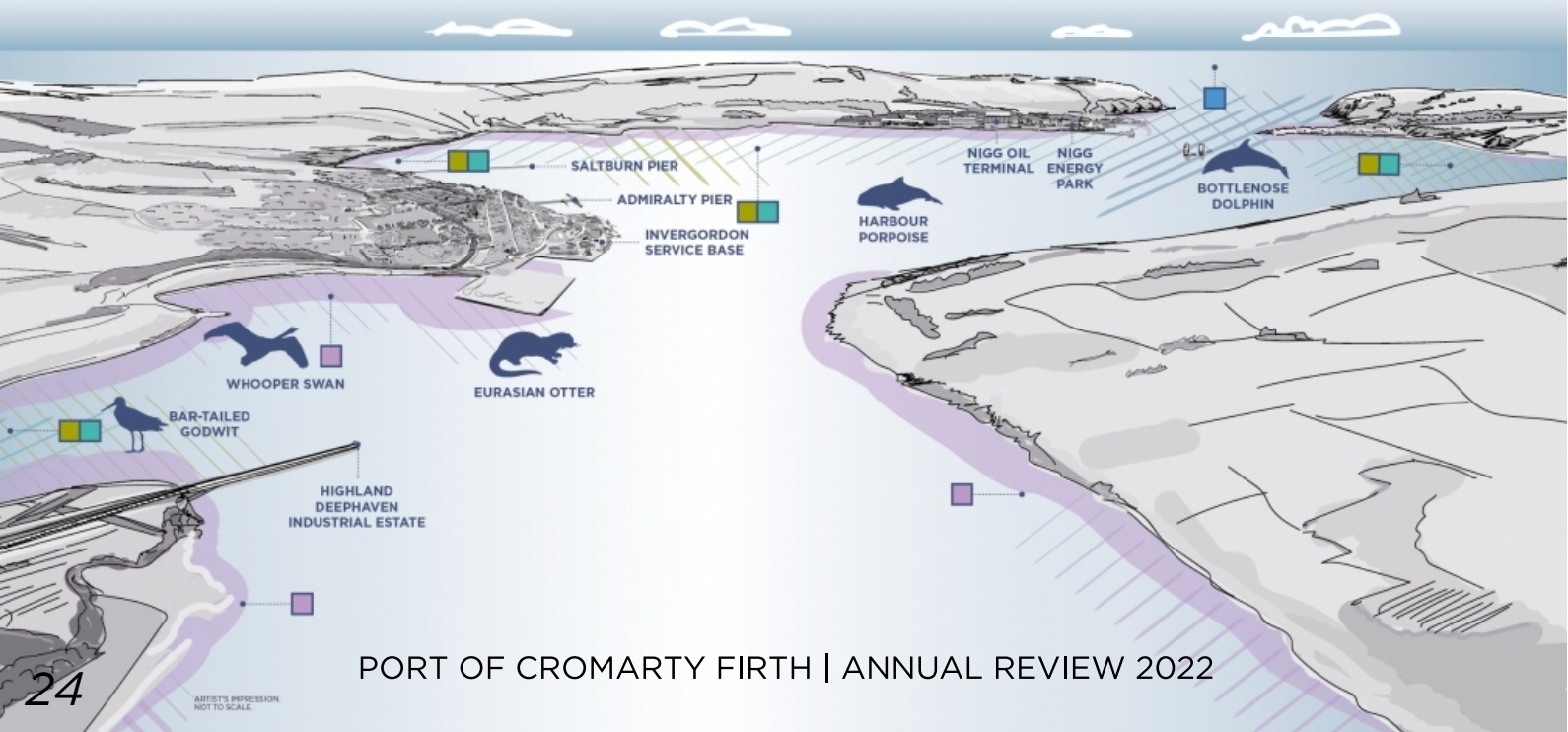
The Port of Cromarty Firth was able to support local groups by funding awards to various local projects and organisations through its Community Sponsorship Programme.

The Cromarty Firth is one of the most environmentally protected areas in the country, containing a number of SSSIs, SPAs, Ramsar sites and a Special Area of Conservation. The Port works tirelessly to ensure its activities are completed in harmony with this sensitive natural environment and makes certain the Firth's wildlife is respected and protected.

We are fortunate to look after a stretch of water that provides a home for a diverse range of wildlife. The Firth is a great place for spotting an abundance of birds and marine life which co-exist happily alongside port activities.

ENVIRONMENTAL MAP OF FIRTH

- › 36 miles of coastline
 - › 30,000 wintering birds
 - › 300 nesting terns
 - › 195 bottlenose dolphins
 - › 1 Special Area of Conservation
 - › 1 Site of Special Scientific Interest
 - › 1 Special Protected Area
 - › 1 Ramsar site
-  SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
 -  SPECIAL PROTECTION AREA (SPA)
 -  SPECIAL AREA OF CONSERVATION (SAC)
 -  RAMSAR (SAC)



ROSS SUTHERLAND RUGBY CLUB
Supporting the club's development.



Ross Sutherland Rugby Club **received £10,000** as part of a deal to support the club's development and expansion within the local community and wider region.

The Port **donated £1,000** towards a project to provide a 4x4 vehicle which will provide a service to the community by responding to emergencies and also providing community resilience during times of extreme weather or other adverse events.

Saltburn & Westwood Community Council received support to provide an accessible defibrillator in Saltburn & Westwood, available for community use in the event of an emergency to give support to the emergency services.

Invergordon Church of Scotland Seafarers Centre received support for the provision of free transport for seafarers, affording them the opportunity to enjoy their often-limited free time ashore in Invergordon and elsewhere, thereby enhancing their wellbeing.



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