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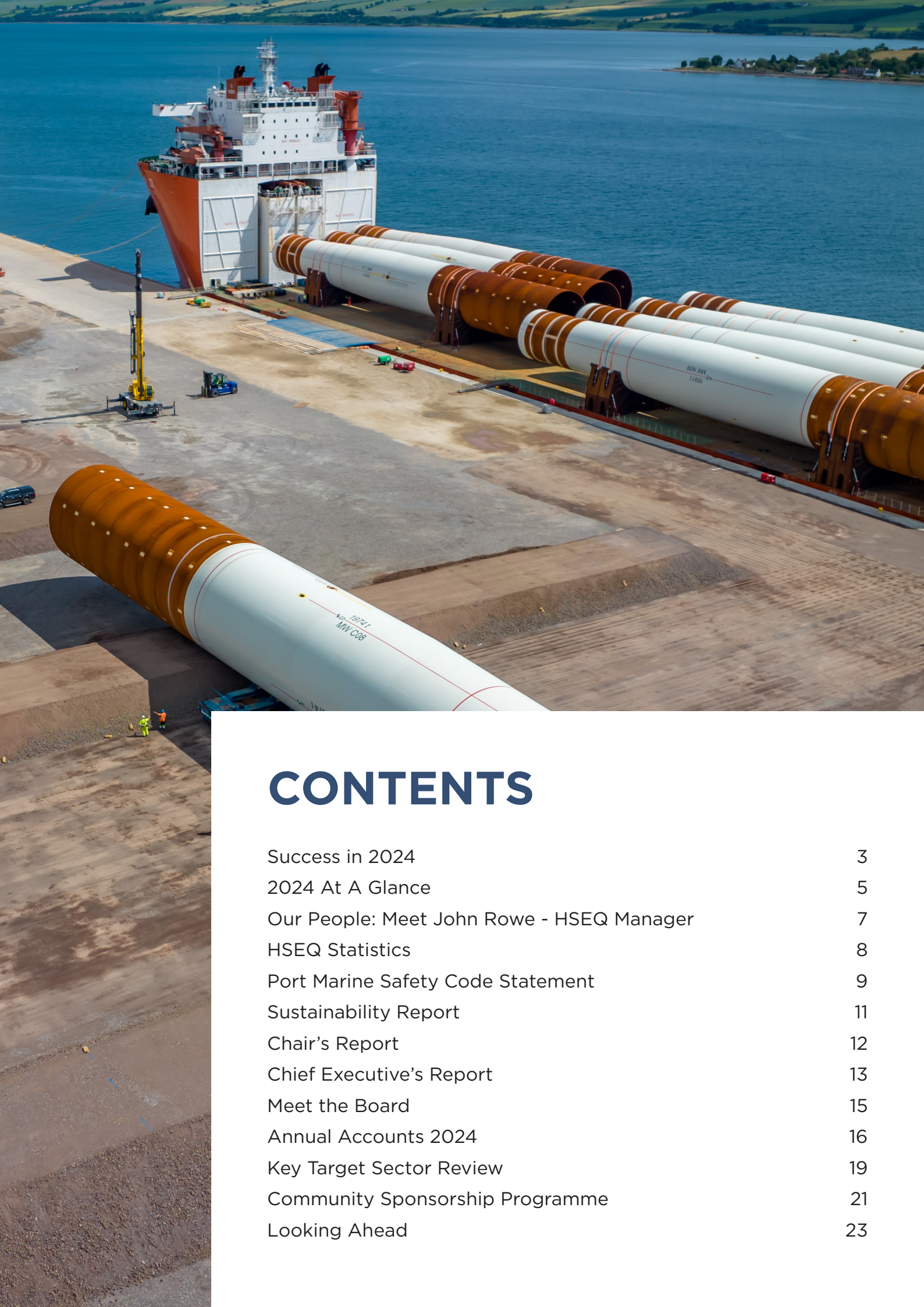


ANNUAL REVIEW 2024

A STRATEGIC NATIONAL ASSET



**PORT OF
CROMARTY
FIRTH**



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SUCCESS IN 2024

MORAY WEST SAYS THANK YOU

2024 saw the successful completion of the Moray West monopile workscope at the Invergordon Service Base. This involved marshalling 62 extra large foundations for the Moray West offshore windfarm.

These were the largest foundations ever installed in Europe and the second largest in the world. Each foundation was around 90m long – large enough to drive a double decker bus through its centre – and weighed up to 2,000 tonnes. They were an amazing sight laid out on sand bunds across the Quay West facility.

The windfarm is sited 22km offshore and is now producing enough energy to meet the average energy needs of over 1 million homes. Moray West owner, Ocean Winds, was delighted with the Port and local supply chain businesses, such as Sarens-PSG, that supported the successful installation.

“It has been a pleasure to work with you and your team. We achieved a pretty seamless cooperation with you all on the Moray West project, with both sides pulling in the same direction. This is the way it has to be for both parties to be successful. Well done to the Port of Invergordon, and thanks for making it all happen together with us.”

Pete Geddes, Project Director





FLOATING WIND GRANT SUCCESS

In March of 2024 Port of Cromarty Firth was provisionally granted £55.7M funding from the UK Government's Department for Energy Security and Net Zero. The Floating Offshore Wind Manufacturing Investment Scheme (FLOWMIS) funding was specifically to support a proposed £111M expansion of the Port's Quay West facility (Phase 5) to extend its current size.

This expansion will allow the Port to deliver the UK's first custom-built floating wind integration and pre-commissioning facility. Invergordon is deemed the ideal location for these activities, due to its sheltered waters, depth of quays, size of its inshore anchorage area and experience of the Port and local businesses.

Following the provisional award, UK Government undertook a due diligence process to satisfy themselves with the finances, technical designs, competency of the Port team and deliverability of the project. This included an assessment by the Competition and Markets Authority regarding subsidy control. After almost 12 months, PoCF was formally awarded the grant in early 2025, just after consents were submitted to proceed with the project.

CHANGE IN TURNOVER

£14.6M

From £16.4M in 2023



CRUISE SHIP ARRIVALS

116



SHIPPING TONNAGE

13.01 M GT



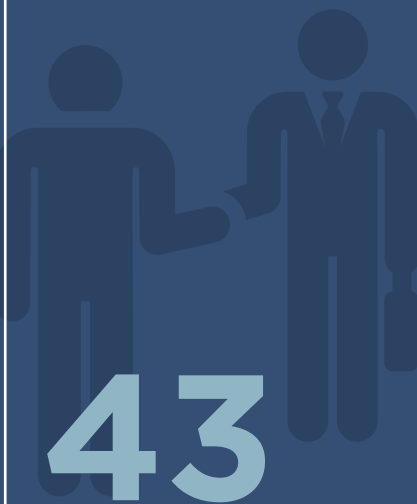
SHIPPING ARRIVALS

715

ACTS OF PILOTAGE

1011

OUR STAFF



REVENUE BY SECTOR

Oil & Gas
16%

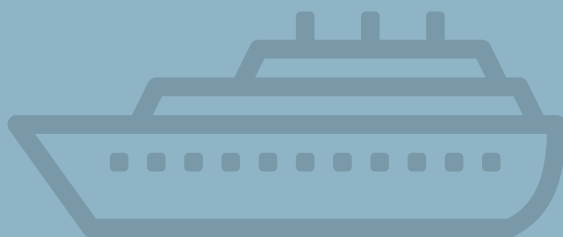
Cruise
29%

Renewables
48%

Other
7%

LONGEST SHIP

345.03M



MAINTENANCE

£1.47M

Up From £725K in 2023



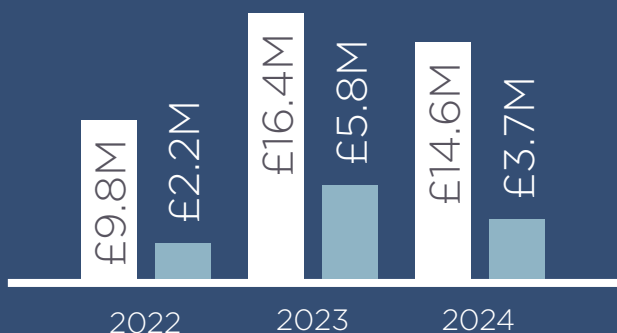
HEAVIEST SHIP

149,215 GT

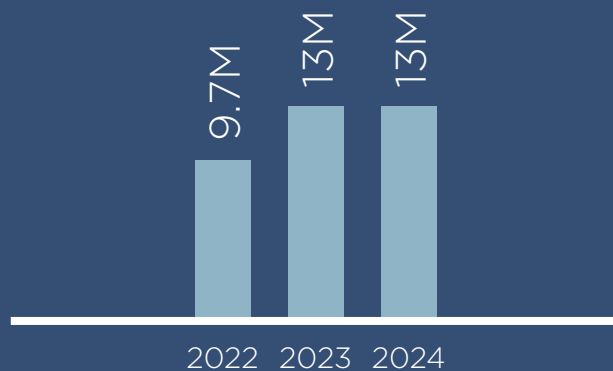


FINANCIAL RESULTS

■ TURNOVER ■ SURPLUS (BEFORE TAX)



VESSEL TONNAGE/GT





OUR PEOPLE

JON ROWE

Jon's career in the Health, Safety, Environment and Quality (HSEQ) sector spans more than two decades. He has led the HSEQ team at Port of Cromarty Firth for the past five and a half years, ensuring that the Port meets the highest standards and regulations.

"I work with a fantastic team made up of an HSE advisor, Environmental advisor, and Quality & Compliance Coordinator. We work closely together building trust with different teams internally and externally, from marine and pilotage, operations, maintenance, cruise, and contractors working alongside them all to ensure compliance with regulations."

Jon's approach positions the Port as a highly reliable organisation that maintains high standards through robust and resilient systems, which are built, tested, and reviewed on a day-by-day basis.

Originally from Cornwall, Jon attended University in Brighton. Following graduation, he moved to Scotland, joining the Scottish Youth Hostels Association where he undertook his first formal health and safety training. From there, he moved to Falmouth & Exeter University as a Health and Safety Advisor, before returning north to join Migdale Smolt and then Global Energy Group.

Jon cites his biggest achievement as "my Chartered Membership of the Institution of Occupational Safety and Health (IOSH)". He said: "It was a real turning point."

"It is a recognised level of professionalism within IOSH, the organisation for health and safety professionals, and is the ultimate part of the journey as you achieve it through peer review. It's something I'm very proud of."

Due to the dedication of Jon and the wider team, the Port has won awards from the Royal Society for the Prevention of Accidents (RoSPA) and the British Safety Council.

Familywise, Jon is settled on the Black Isle with his wife and two young boys. He loves motorbikes, music and tattoos. "The motorbikes have taken more of a back seat just now as we are doing more cycling and swimming, as my sons become focused and energetic. I also really enjoy travelling and look forward to doing that more with my family as my kids get older."

Jon concluded: "For me, a real achievement is building effective teams and watching how they do well and are able to collaborate right across the Port and build trust and confidence in each other. That is highly rewarding, every day."

PROVIDING A SAFE HARBOUR

2024 HSEQ STATS

Port of Cromarty Firth is a custodian of the waters of the Cromarty Firth. As the Statutory Harbour Authority, its priority is to maintain safe navigation throughout the Firth.

85,925

MAN HOURS

ENVIRONMENTAL PERFORMANCE

4 Minor* incidents

0 Major incidents

*PoCF responded to 4 minor environmental incidents

ENGAGEMENT & TRAINING

1,478

WORKPLACE SITE SAFETY
INDUCTIONS

52 Safety Forums

33 Performance Surveys

17 Toolbox Talks

FEEDBACK

19 Total

9 Positive

10 Negative



SAFETY PERFORMANCE

0

MAJOR INJURIES

1

MINOR INJURY

9 Near Miss Reports

23 Safety Observations

3 Security Incidents



ASSURANCE & REVIEW

21

WORKPLACE
INSPECTIONS



34 Risk Assessment Reviews

14 Contractor Reviews

6 Internal Audits

PMSC STATEMENT 2024

Port of Cromarty Firth is committed to informing and educating everyone who uses the Cromarty Firth for both work and pleasure to ensure, as is reasonably practicable, the safety of navigation for Firth users and the protection of the environment for all.

PORT MARINE SAFETY CODE

The Port Marine Safety Code (PMSC) was introduced in 2000 with help from a wide range of interested parties in the ports and shipping industries. The Code establishes the principle of a national standard for every aspect of port marine safety and aims to enhance safety for those who use or work in ports, their ships, passengers, and the environment.

Every port and harbour authority is accountable for managing the marine operations within its port safely and efficiently. The aim of the PMSC is that all ports in the United Kingdom should apply nationally agreed standards for the safety of marine operations.

The Port of Cromarty Firth Marine Safety Management System has been written in such a way as to embrace all of the concepts and standards of both the PMSC and the associated Guide to Good Practice.

ROLES AND RESPONSIBILITIES

PoCF's Board are collectively the 'Duty Holder' and, as defined in the PMSC, directly accountable for the safety of marine operations in the ports waters and approaches.

OBJECTIVES

The Duty Holder is committed to:

- the continued development of a culture of safety within all spheres of marine operations in the Cromarty Firth;
- the provision of adequate resources to enable the effective operation of the system's policies and procedures;
- the provision of adequate resources to allow the marine operations department to manage commercial pressures and to carry out their duties effectively and safely;
- the provision of high quality training programmes;
- the promotion of safety as one of the important responsibilities of all employees.

AUDITS AND COMPLIANCE

The Port of Cromarty Firth Marine Safety Management System is audited annually by an external auditor and the findings are reported to the Duty Holder by the Designated Person (Seacroft Ltd). The last audit was undertaken in September 2024 at which time PoCF was deemed to be compliant against the PMSC requirements.



”

Port of Cromarty Firth is committed to **informing and educating** everyone who uses the Cromarty Firth

PRINCIPAL PROCESSES AND ACTIVITIES

- **Cromarty Firth Port Radio:** Traffic on the Firth is monitored and managed 24 hours a day by Port Radio in Invergordon.
- **Authorisation of Pilots and Pilotage Exemption Certificates (PEC):** As a Competent Harbour Authority (CHA) under the Pilotage Act (1987) the PoCF provides a pilotage service and authorises both pilots and PEC holders for operation within its prescribed pilotage area.
- **Conservation:** Conservation of the PoCF is achieved through a programme of hydrographic surveying, dredging and maintenance of Aids to Navigation.
- **Formulation and Implementation of Emergency Plans:** Port Emergency Plans have been formulated after consultation with all stakeholders and following a process of risk assessment. The plans are regularly exercised with PoCF's multi-agency partners.
- **Incident Investigation:** Every incident relating to marine operations is the subject of a formal investigation process carried out by both the marine and HSEQ departments. The main aim of this process is to prevent any recurrence.
- **Operation of Craft:** The primary roles of the PoCF's craft are the boarding and landing of pilots, maintaining patrols of the Cromarty Firth and monitoring Aids to Navigation.
- **Enforcement of the Authority's Byelaws:** The marine operations department is responsible for monitoring Firth users' compliance with the byelaws.
- **Issuing Navigational Notices:** The marine operations department is responsible for the timely announcement of navigation information to all Port users.
- **Marine Works & Dredging Licensing:** PoCF is responsible for licensing all marine works and dredging in the Cromarty Firth. Applications are reviewed to ensure they do not adversely affect safety of navigation.
- **Small Boat Registration Scheme.** It is a requirement of the Port that all small commercial vessels, workboats and fishing vessels are registered with the PoCF to ensure full compliance with each vessel's coding regime and to ensure the highest standards of health and safety are maintained.

Aids to Navigation availability statistics – 1st April 2022 to 1st April 2025

Category 1: Target 100%, actual 100%

Category 2: Target 99%, actual 99.38%

Category 3: Target 97%, actual 100%

SUSTAINABILITY REPORT

2024

ECONOMIC

£14.6M

TURNOVER

£2.5M Post-Tax Profit

100% of which is reinvested in the Port's future development

PoCF must be economically sustainable to enable investment in and delivery of our social and environmental objectives.

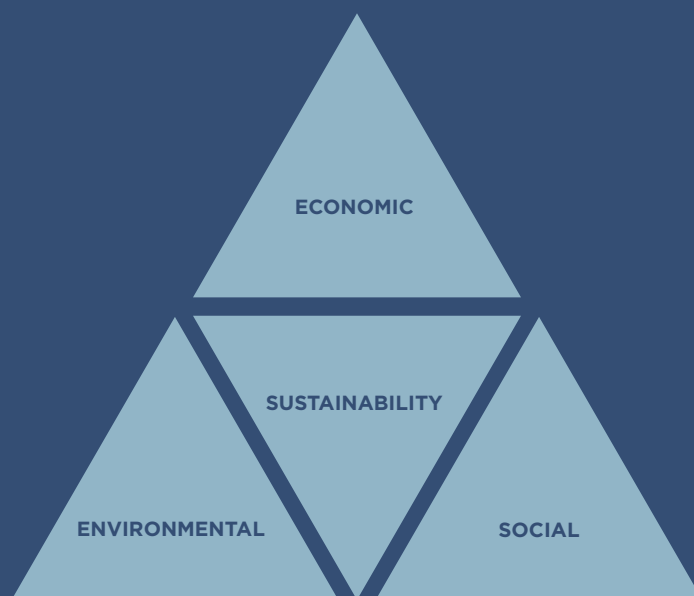
SOCIAL

43 Direct Employees

- 31 agency workers, delivering critical security and Port Radio services
- All staff and agency workers paid the Real Living Wage as a minimum
- No zero hours contracts
- Competitive benefits packages provided to all staff
- Comprehensive training and development packages
- Opportunities to volunteer for community projects

ENVIRONMENTAL

- Net Zero Strategy to ensure we align with Government targets
- Signatories to the Green Freeport Net Zero and Sustainability Charter
- Carbon footprint measurements and tracking in place
- Electric vehicles operating on the Service Base
- Pilot vessel operation efficiency improved, to reduce fuel
- Purchase 100% renewable electricity
- Benchmarking through British Ports Association and EcoPorts



"This is not primarily about meeting a target. Instead, Net Zero is about doing all we can to reduce the emissions associated with our activities, driving efficiency and maximising our potential to make a meaningful difference."

– Alex Campbell, Chief Executive

CHAIR'S REPORT

YEAR ENDING 31 DECEMBER 2024

Port of Cromarty Firth continued to make strong progress throughout 2024. The Port was successful in its bid to the UK Department of Energy Security and Net Zero (DESNZ) for the Floating Offshore Wind Manufacturing Scheme (FLOWMIS) and was provisionally awarded £55.7M to support our ambitions of constructing a purpose built floating offshore wind integration facility (Phase 5).

The Port believes that the development of Phase 5, in addition to recent expansions, will create ideal facilities for the Floating Offshore Wind market. Our vision remains resolute to play our part in supporting Scotland's transition towards a net-zero future by playing a key role in developing a renewable energy integration hub in the Cromarty Firth. Working with and supporting our partners in Inverness and Cromarty Firth Green Freeport is central to achieving this and providing long term benefits in terms of job creation and investment.

The Port has invested £3.6M towards the Phase 5 development as of December 2024. This investment includes seabed testing, submission of marine and dredging licences (achieved in 2025) and continues to finalise the engineering/design of the facility.

I am delighted to report that in 2024 a turnover of £14.6m was achieved, returning a surplus (profit before tax) figure of £3.7m. Delivering a surplus once again allows us to continue our journey of reinvestment and development, benefiting local stakeholders, including direct support to local community groups and the regional economy.



Hugh Mitchell
Chair



Moray West Monopiles Delivery

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. 2024 saw the retirement of Graham Peach from the Board having been a Board Member since 2020 and the appointment of David Bell as a Board Member who we look forward to working with.

2024 also saw the retirement of Bob Buskie as Chief Executive Officer after 11 years at the Port. I would like to thank Bob for his drive and excellent leadership throughout his tenure at the Port. Our incoming Chief Executive Officer, Alex Campbell, picked up the reins and has been a key driving-force behind the Port's performance, leading the team making sure that essential operations take place safely and supporting the Port's customers, contractors, and stakeholders. 2025 will present different challenges and I am confident that we have the right team in place to achieve our ambitions during the year ahead.

I would like to express my thanks to all of 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 2024 would not have been possible.

CHIEF EXECUTIVE'S REPORT

YEAR ENDING 31 DECEMBER 2024

2024 saw Port of Cromarty Firth (PoCF) gain Tax Site status as part of the Inverness & Cromarty Firth Green Freeport (ICFGF) initiative. The ICFGF Full Business Case has yet to be signed-off by government. This is expected in 2025. PoCF's ambition to be at the forefront of the Floating Offshore Wind (FLOW) market took a significant step forward with the provisional award of a £55.7M grant from the UK Government Department for Energy Security and Net Zero (DESNZ) towards our Phase 5 development. The Port was selected to receive the grant funding following an open competition between Scottish and Welsh Ports and we are delighted that we were one of only two Ports selected. As an update, PoCF can confirm that we received the award of the FLOWMIS grant funding in March 2025.

POCF has been identified by several FLOW developers as their preferred port for the Integration and Pre-commissioning of their projects. Many of these FLOW developers supported our submission for the DESNZ FLOWMIS grant funding confirming our view that Invergordon is the prime location for these services. Accordingly, we have continued to progress the funding, design, costing, consenting to have the infrastructure available by 2028. With technical input from the FLOW developers, the aim is to develop a world-class, custom-designed, globally cost-competitive Integration and Pre-commissioning hub with an estimated capital expenditure of £111M.

Our Phase 5 development plans are continuing at pace. The Port is delighted to announce that a Pre-Construction Contract has been awarded to local contractor R J McLeod, for the detailed design and value engineering, with a view to commence construction towards the end of 2025.

Safety underpins our growth ambitions and everything we do across the whole of the Cromarty Firth, together with our environmental work, will ensure the PoCF operates at the highest level possible as we manage our custodianship of the Cromarty Firth. We are delighted to have been recognised with a Distinction Award from British Safety Council in 2024, in respect of this continuous, invested commitment to HSEQ.



Orion working on Moray West

The Oil & Gas market, traditionally a mainstay of the Port's business, continued to decline throughout 2024. The lack of investment in North Sea Oil & Gas fields creates limitations on opportunities for the local supply chain, particularly in Subsea Fabrication. Additionally, rig numbers have declined with a number of older generation rigs now having been decommissioned. This market is still of importance to PoCF and we continue to support as and when required. For example, we believe there are opportunities to secure revenues via Drilling Rigs requiring berths for repairs, lay-overs, etc. This was evidenced by the Noble Patriot towards the end of 2024 and we intend to secure more revenues via this route in



Alex Campbell
Chief Executive

Looking ahead, we are currently strengthening our capacity within our Port operations to ensure we continue to meet the demands of clients and stakeholders.

2024 saw the conclusion of the Ocean Winds Moray West XL Monopile project carried out at the Ports Quay West facility (the Quay West facility being supported by the European Regional Development Fund, HIE and Scottish Government). The Monopiles were some of the largest ever constructed and it is a testament to the Port's facilities and the local supply chain that the project was successfully completed on time.

The Oil & Gas market, traditionally a mainstay of the Port's business, continued to decline throughout 2024. The lack of investment in North Sea Oil & Gas fields creates limitations on opportunities for the local supply chain, particularly in Subsea Fabrication. Additionally, rig numbers have declined with a number of older generation rigs now having been decommissioned. This market is still of importance to PoCF and we continue to support as and when required. For example, we believe there are opportunities to secure revenues via Drilling Rigs requiring berths for repairs, lay-overs, etc. This was evidenced by the Noble Patriot towards the end of 2024 and we intend to secure more revenues via this route in

2025.

The 2024 cruise season marked a highly successful year for PoCF, underscoring its importance as a key gateway to the Scottish Highlands. We welcomed 118 cruise ships and over 213,000 passengers, bringing an estimated £28 million to the Highland economy (based on Cruise Scotland average passenger spend). The season featured several notable highlights, including the inaugural Highland call of Cunard's newest vessel, Queen Anne, as part of its maiden British Isles voyage.

The cruise outlook for PoCF in 2026 and 2027 remains exceptionally strong, reflecting continued growth and confidence in the region as a premier destination for cruise tourism. For the 2026 season, over 100 cruise ship calls are already confirmed. For 2027, the early indicators point to continued momentum and further development of the Port's cruise operations.

As highlighted in the Chair's Report, we enjoyed another strong years trading thus enabling us to continue investment in the Port including financing the Phase 5 development process.

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 2024. Their collective efforts and assistance have helped the Port navigate the challenges faced recently. We look forward to continuing and further developing our stakeholder and client relationships, whilst providing world-class infrastructure and facilities for the future.



MEET THE REST OF THE BOARD



Robert McCaig
Board Member

Robert McCaig, Chartered Engineer and Fellow of IMarEST and IMechE, has 40 years' experience across ports, offshore energy, and onshore support. He also serves as a Membership Advisor and Professional Review Interviewer, with in-depth knowledge of the Cromarty Firth region.



Amanda Bryan
Board Member

Amanda Bryan, based in the Highlands, has over 30 years' experience in rural development, land, and asset management. A former Chair of Crown Estate Scotland, she led the ScotWind and INTOG offshore wind leasing rounds and holds a range of advisory and board roles across the land-based sectors.



Rhona Harper
Board Member

Rhona Harper, a procurement law specialist and qualified solicitor, has 24 years' experience. A partner at Shepherd and Wedderburn LLP for 18 years, she led its Government and Public Sector Group, advised major public bodies, and now chairs Volunteer Scotland while serving as legal secretary for the Water Industry Commission for Scotland.



Dr Derek McGlashan
Board Member

Derek McGlashan, who holds a PhD in Geomorphology and Law, has held senior roles with Aberdeen Harbour Board, Forth Ports, and the Port of London Authority. He has led on security, environment, safety, sustainability, and ESG reporting, with wider experience in energy, renewables, property, retail, and waste management.



David Bell, CBE
Board Member

David Bell, Professor of Economics at the University of Stirling, is also a Visiting Professor at the University of Edinburgh and an Honorary Professor at the University of Glasgow. A Fellow of the Royal Society of Edinburgh and CBE, he has advised governments on economic, fiscal, demographic, and health issues, and co-leads the Healthy Ageing in Scotland study.



Fiona Larg, MBE
Board Member

Fiona Larg, former Chief Executive of Inverness and Nairn Enterprise, has held senior roles with Cap Gemini and Vertex Data Science. Fiona was Chief Operating Officer during the creation of the University of the Highlands and Islands, receiving an MBE in 2017. She has served on the boards of the Law Society of Scotland, SCDI, the Robertson Trust, and Highland Tourism CIC.



ANNUAL ACCOUNTS

Statement of Comprehensive Income For the Year Ended 31 December 2024

	2024 £	2023 £
Turnover	14,636,452	16,393,169
Cost of sales	(8,084,572)	(7,994,049)
Gross Profit	6,551,880	8,399,120
Administrative Expenses	(2,721,053)	(2,289,405)
Operating profit	3,830,827	6,109,715
Interest receivable and similar income	363,030	189,520
Interest payable and similar expenses	(455,576)	(516,278)
Profit before taxation	3,738,281	5,782,957
Tax on profit	(1,224,817)	(1,586,250)
Profit for the financial year	2,513,464	4,196,707
Other comprehensive income		
Actuarial gain on defined benefit pension schemes	115,000	26,000
Total comprehensive income for the year	2,628,464	4,222,707

BALANCE SHEET

2024

2023

£

£

£

£

Fixed Assets

Tangible assets	60,603,448	61,097,115
Investments	50	50
	<u>60,603,498</u>	<u>61,097,165</u>

Current Assets

Stocks	8,166	11,683
Debtors	1,127,029	4,301,675
Investments	-	5,000,000
Cash at bank and in hand	12,950,326	5,423,700
	<u>14,085,521</u>	<u>14,767,058</u>

Creditors: amounts falling due within one year

(6,665,017)	(6,974,806)
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Net current assets

7,420,504	7,762,252
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Total assets less current liabilities

68,024,002	68,859,417
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Creditors: amounts falling due after one year

(20,594,408)	(24,094,351)
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Provisions for liabilities

Deferred tax liability	869,804	833,740
	<u>(869,804)</u>	<u>(833,740)</u>

Net assets

46,559,790	43,931,326
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Capital and reserves

Profit and loss reserves	46,559,790	43,931,32
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STATEMENT OF CASHFLOWS

	2024		2023	
	£	£	£	£
Cash flows from operating activities				
Cash generate from operations		6,191,132		6,959,997
Interest paid		(455,576)		(516,278)
Income taxes paid		<u>(1,071,765)</u>		<u>(720,050)</u>
Net cash flows from operating activities		4,663,791		5,726,669
Investing activities				
Purchase of tangible fixed assets	(1,079,528)		(2,506,298)	
Proceeds on disposal of tangible fixed assets	-		5,635	
(Decrease)/increase on cash held on deposit	5,000,000		(5,000,000)	
Interest received	337,090		189,520	
Dividends received	<u>26,000</u>		<u>-</u>	
Net cash generated from/(used in) investing activities		4,283,502		(7,311,143)
Financing activities				
Proceeds from government grants	-		149,257	
Repayment of bank loans	<u>(1,420,667)</u>		<u>(1,365,204)</u>	
Net cash used in financing activities		<u>(1,420,667)</u>		<u>(1,215,947)</u>
Net increase/(decrease) in cash and cash equivalents		7,526,626		(2,803,421)
Cash and cash equivalents at beginning of year		<u>5,423,700</u>		<u>8,227,121</u>
Cash and cash equivalents at end of year		<u>12,950,326</u>		<u>5,423,700</u>

KEY TARGET SECTOR REVIEW: 2024

RENEWABLES

The offshore wind project pipeline remains lumpy over the next few years. 2023 and the start of 2024 were extremely busy delivering the Moray West project. A lull between projects then followed, pending other projects securing their consents and grid connections.

The objective of building Phase 5 is to address the requirements of the future floating wind industry and to be able to secure a run of projects that progress swiftly one after the other, keeping local suppliers busy for a number of years and giving people and businesses the confidence to invest in skills, training, technology etc. and/or to relocate to the area.



This confidence in projects coming to Invergordon should unlock other investments across the Inverness & Cromarty Firth Green Freeport area, including housing developments and manufacturers and other supporting industries setting up and creating jobs in our area.

CRUISE

In 2024 the Port welcomed 118 cruise ships carrying more than 213,000 passengers, who directly spent an estimated £28m with Highland businesses and attractions.

We had six inaugural calls from a number of different cruise brands: Viking Saturn, Le Lyrial, Ocean Albatros, Queen Anne, Azamara Onward and Mein Schiff 7.

Bookings remain strong over the coming two to three years, although the potential cruise



levy being considered by the Scottish Government and The Highland Council could be extremely damaging to the sector and result in fewer ship visits to Invergordon. PoCF is working with local and national government, alongside businesses and communities to inform the debate and minimise any potential impacts.

OIL AND GAS

2024 started to see an upturn in rig arrivals and project work for the local supply chain, combined with a reduction in rigs stacked in the Firth awaiting work. This creates more opportunities for local businesses who have significant experience supporting the oil and gas sector, as the Port has done for the past 50 years.

The renewed focus on energy security following Russia's invasion of Ukraine, and the associated increase in imported energy costs, has led to an increase in activity in the North Sea and a preference for UK-produced power.

We have also seen an increase in decommissioning projects, with rigs being repurposed to fulfil plug and abandonment work on oilfields as part of the energy transition and the move towards renewable energy.

For the first time in many years, all rigs currently in the Firth are here for maintenance work, or awaiting contracts. There are no longer any rigs that are due to be decommissioned.



COMMUNITY SPONSORSHIP PROGRAMME

2024

In 2024, the Port of Cromarty Firth proudly continued its Community Sponsorship Programme, awarding a total of £54,647 to support a variety of local initiatives. This funding underscores the Port's commitment to enhancing community engagement and enriching the area's cultural and recreational landscape.

Overview of Funded Projects:

ALNESS CHAMPION - WORLD CHAMPIONSHIPS:

Support for athletes representing the community at this prestigious event, fostering local pride and talent.

ALNESS ROWING CLUB: Funding for a gazebo to provide shelter during rowing events, enhancing participant and spectator comfort.

ST DUTHAC BOOK AND ARTS FESTIVAL:

Assistance in promoting local arts and literature through this annual festival, celebrating community creativity.

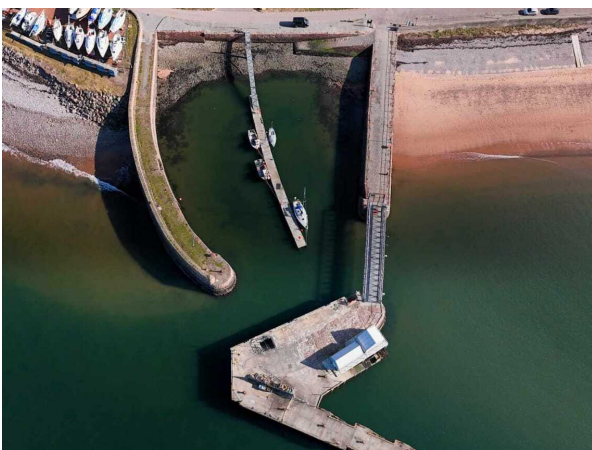
DALMORE COMMUNITY CABIN: Financial support aimed at enhancing facilities, making it a key gathering spot for locals and community activities.

INVERGORDON COMMUNITY HUB: Funding allocated for furniture and equipment improvements, allowing the hub to better address residents' needs.

EAST PIER REPAIR - CROMARTY HARBOUR: Contribution to vital repairs to enhance safety and public access.



Alness Rowing Club



East Pier Repair

FORTROSE AND ROSEMARKIE GOLF CLUB: Support dedicated to restoring land damaged by storms, ensuring continued recreational opportunities for residents and visitors.

INVERGORDON BOATING CLUB: Funding for defibrillators aimed at ensuring safety during water-based activities, enhancing emergency preparedness.

SCOTTISH PLOUGHING CHAMPIONSHIPS: Sponsorship of this event to celebrate and promote local agricultural traditions.

INVERGORDON SOCIAL CLUB: Financial support for electrical system upgrades to

modernise facilities and enhance user experience.

SALTBURN AND WESTWOOD COMMUNITY COUNCIL: Installation of festival lights to elevate and enhance local celebrations and community spirit.

INVERGORDON OFF THE WALL: Support for mural trails that beautify the community and promote local artistry, fostering a sense of pride in the area.

CROMARTY YOUTH CAFÉ: Funding dedicated to activities aimed at engaging local youth, ensuring opportunities for growth and socialisation.

CROMARTY CARE PROJECT - CLASSIC CINEMA CLUB FOR THE OVER-60S: Enhanced programming for seniors, allowing them to enjoy classic films and social interaction.

CROMARTY FIRTH ENVIRONMENTAL GROUP - NATAL GARDEN: Support for environmentally focused projects aimed at promoting local biodiversity and sustainability.

ROSS SUTHERLAND RUGBY FOOTBALL CLUB: Funding to facilitate youth engagement and sports activities, helping to nurture future talents.

This diverse range of projects reflects the Port's ongoing commitment to fostering a vibrant, resilient, and engaged community in the Cromarty Firth area. The investment not only addresses immediate community needs but also lays a strong foundation for future growth and sustainability, ensuring that the Cromarty Firth remains a dynamic place to live, work, and play.

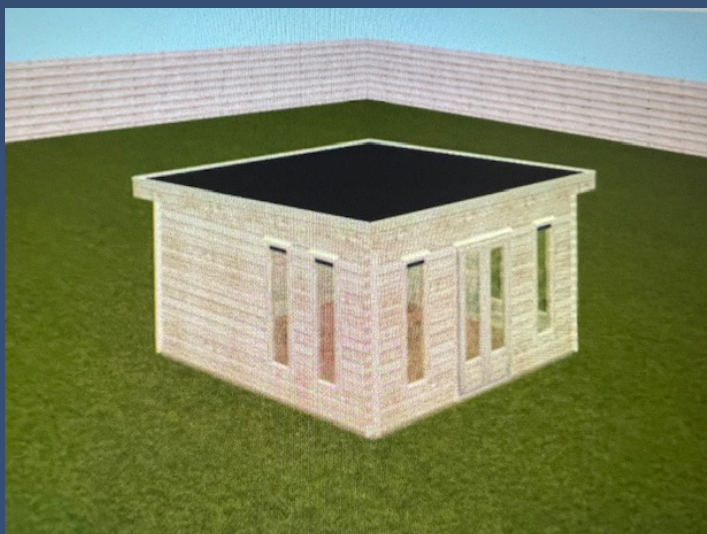
COMMUNITY SPOTLIGHT

DALMORE RESIDENTS ASSOCIATION

Dalmore Residents Association received a donation of £2,500 from PoCF towards the construction of the Dalmore Community Cabin. The donation will help fund the fully accessible community space, situated on a new housing estate surrounded by 16 wheelchair-friendly homes.

The cabin aims to be open by summer, and will organise regular activities and events for the local community, as well as host 'drop-in' sessions with external organisations such as Warm Homes Scotland, Citizens Advice and Social Security Scotland. The addition of 'drop-in' sessions will give the community access to a wide range of support services, with assistance on benefits, cost-of-living and health support readily available.

Ian Burnett, Chairman of the Dalmore Residents Association said:



Dalmore Community Cabin Proposal

"The aim of the cabin will be to help those who are less able, and to get them out of their houses to socialise and reduce feelings of isolation."

"We want people to get to know their neighbours. Most people don't know their neighbours these days and we'd like to build a supportive community with opportunities to build new friendships."

The Port is delighted to work with new projects in the local community through the Community Sponsorship Programme.

LOOKING AHEAD

2025

This year will see the Port make arguably the biggest decision in its 50-year history – the Final Investment Decision on its £111m Phase 5 expansion project.

The new infrastructure directly delivers on the UK Government's Clean Power 2030 Mission, and the Scottish Government's commitment to decarbonise the energy system almost completely by 2050. It demonstrates the vital role the Port, the Highland region and its people and businesses more broadly, have to play in delivering one of our greatest economic and environmental opportunities.

As a Trust Port, PoCF believes it is part of its purpose to deliver economic growth, to create meaningful jobs for local people and opportunities for businesses, and to protect the Firth's beautiful marine environment by tackling climate change and biodiversity loss. Phase 5 and the construction of floating wind turbines delivers on all of these fronts and is perhaps the Port's biggest opportunity to deliver for its stakeholders.



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