Funded by UK Government

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EYEMOUTH HARBOUR TRUST
SCOTLAND'S FIRST PORT OF CALL

EYEMOUTH HARBOUR MASTERPLAN

AUGUST 2025

ACKNOWLEDGEMENT

The **Eyemouth Harbour Masterplan** sets out a bold and visionary roadmap for the future, aligned with the Eyemouth Harbour Trust's mission:

To maintain, preserve and improve Eyemouth Harbour for the benefit of the stakeholders and the local community, while creating an important socio-economic legacy for East Berwickshire.

On behalf of the Board of Trustees and the entire team here at Eyemouth Harbour, we extend our heartfelt thanks to everyone who played a part in shaping the Masterplan. We are especially grateful to the stakeholders who engaged actively through discussions, surveys, workshops and events—your input has been invaluable in shaping the future of Eyemouth Harbour.

Special thanks go to UK Government Shared Prosperity Fund, Scottish Borders Council and South of Scotland Enterprise for funding the development of the Masterplan and for their ongoing support in taking the next steps in its delivery. We thank Fisher Advisory for their expertise in managing the extensive consultation that enabled creation of the Masterplan on our behalf.

We now look forward with enthusiasm and determination to progressing the proposals and bringing the Masterplan to life.

Christine Bell, Chief Executive

Eyemouth Harbour Trust

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This project is part-funded by the UK Government through the UK Shared Prosperity Fund.

The Masterplan has been produced on behalf of Eyemouth Harbour Trust by:

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EXECUTIVE SUMMARY

Eyemouth Harbour Masterplan

Eyemouth Harbour Masterplan comprises a strategic blueprint for developing marine infrastructure that will ensure the long-term economic and social vitality of the harbour and Eyemouth for the next 50 years and beyond.

Managed by Eyemouth Harbour Trust (EHT), an independent trust port with a volunteer board, the Harbour has been a key asset since its first pier was built in 1747, with several expansions over the years.

This masterplan is an initial and vital step in an ongoing process of consultation and development to futureproof marine activity and the benefits thereof for Eyemouth and the wider region. It has been developed with extensive stakeholder engagement.

Mission and key aims

EHT Mission

To maintain, preserve and improve Eyemouth Harbour for the benefit of the stakeholders and the local community, while creating an important socio-economic legacy for East Berwickshire

- Structured framework for physical development of Eyemouth Harbour for the long term
- Enable Eyemouth Harbour to accommodate trends and growth in existing markets, as well as attract new business
- Maintain its role as a key economic and social driver for the town for future generations

Key strengths

- Diverse port business
- Proximity to offshore wind sites
- Excellent land transport links
- Key hub for fishing and marine leisure
- Harbour accessible 24/7
- Substantial area of development land available
- Bustling harbour town

Key issues

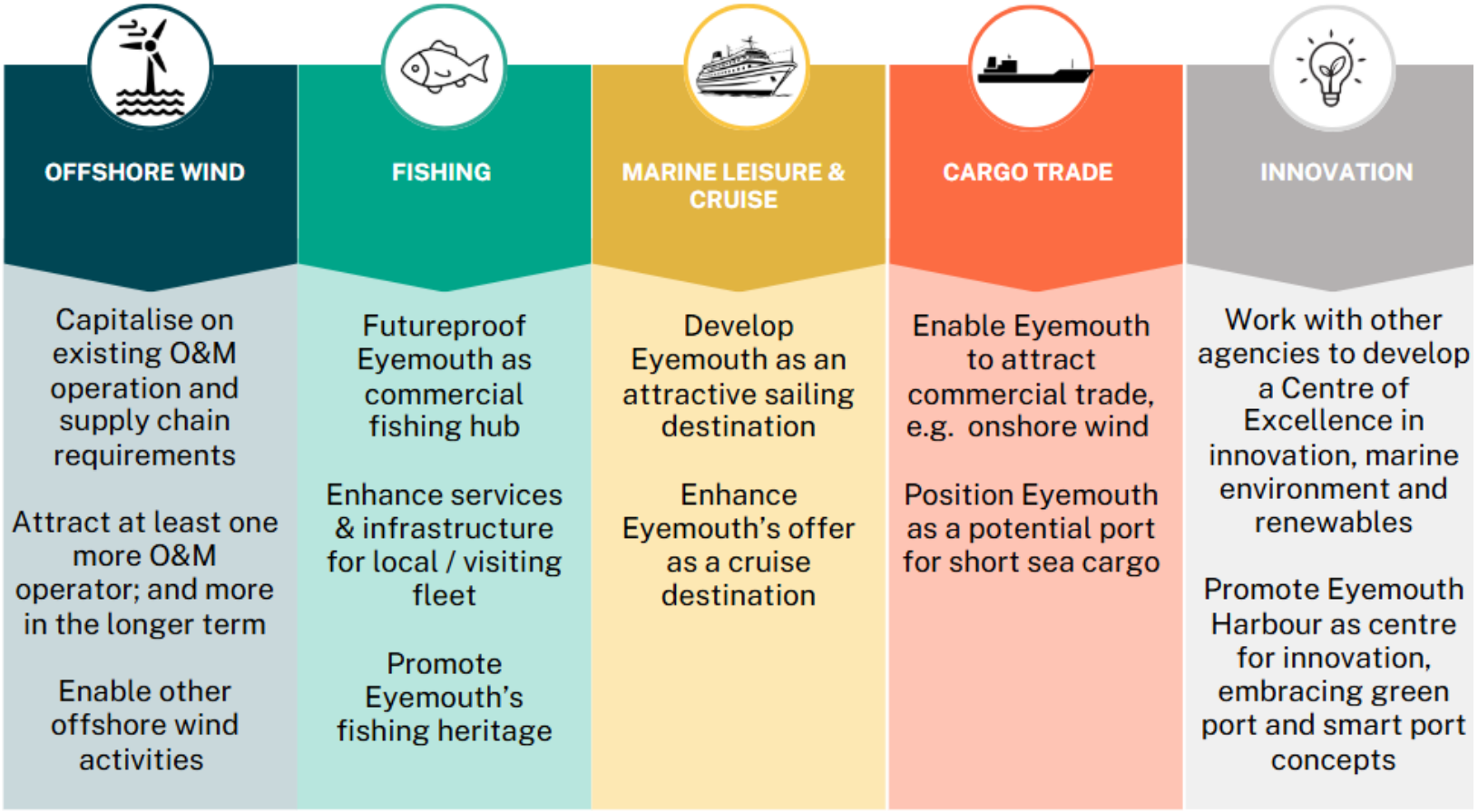
- Lack of berthing space
- Limited water depth
- Lack of protection
- Lack of space / laydown area
- Lack of undercover storage / warehousing
- Issues with dredging, sediment and debris
- Condition of existing infrastructure

The masterplan builds on Eyemouth's key strengths and addresses a range of operational issues.
It will be a catalyst for enhancing resilience and wealth building in Eyemouth:

- Supply chain expansion, coupled with growing skills, expertise and innovation in Eyemouth and the wider region.
- Stimulating investment in housing and transport infrastructure and services.
- Expediting uptake of development land.

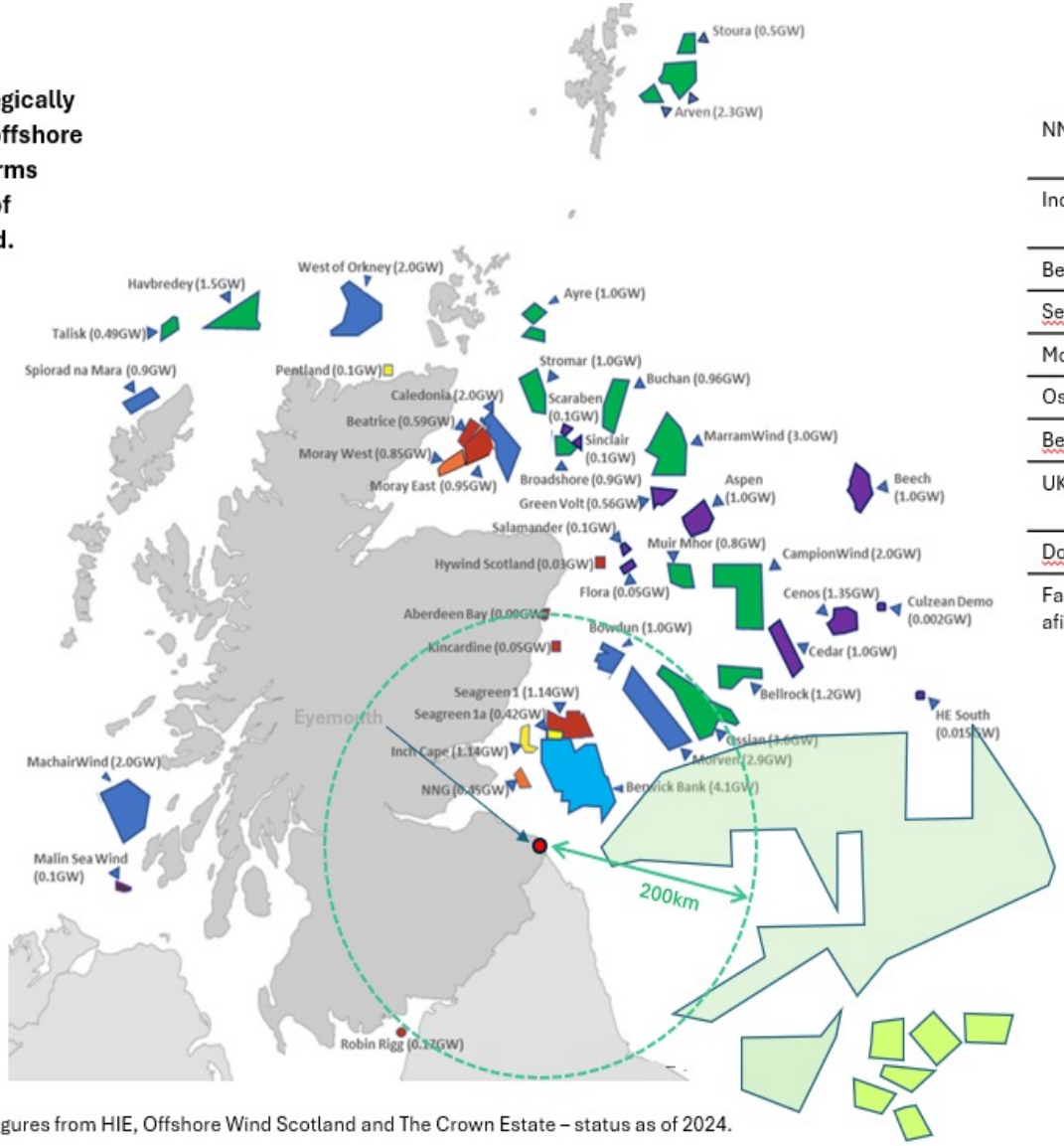
Opportunities

Eyemouth Harbour primarily supports fishing, marine leisure, and offshore wind, with additional income from property leases, fuel sales, port services, and parking. While fishing has declined, it has recently stabilised and remains crucial for the community. Promising opportunities in offshore wind and general cargo trade could boost Eyemouth's competitiveness if the necessary infrastructure is developed, leveraging its strategic location.



The Offshore Wind opportunity

Eyemouth Harbour is strategically well-placed to service the offshore wind sector, particularly farms located off the East Coast of Scotland and North England.



NNG	Under construction (Eyemouth – O&M Base)
Inch Cape	Under construction (Montrose – O&M Base)
Berwick Bank	Pre-planning
Seagreen	Operational (Montrose – O&M Base)
Morven	Pre-planning
Ossian	Pre-planning
Bellrock	Pre-planning
UK8N	North East England area identified for offshore wind
Doggerbank	Under construction
Farms further afield	Potential collaboration with other ports

Source: developed using figures from HIE, Offshore Wind Scotland and The Crown Estate – status as of 2024.

Masterplan proposals – a summary

- Eyemouth Harbour Extension
- Existing Harbour Improvement Programme
  - Working with the fishing industry
  - Dredging Inner Harbour
  - Additional pontoons and yacht moorings
  - Repair or replace sluice gate
  - Maintenance Programme for existing Harbour
  - Harbour Building improvement plan
- Green Port Strategy
- Smart Port Strategy
- Associated Proposals

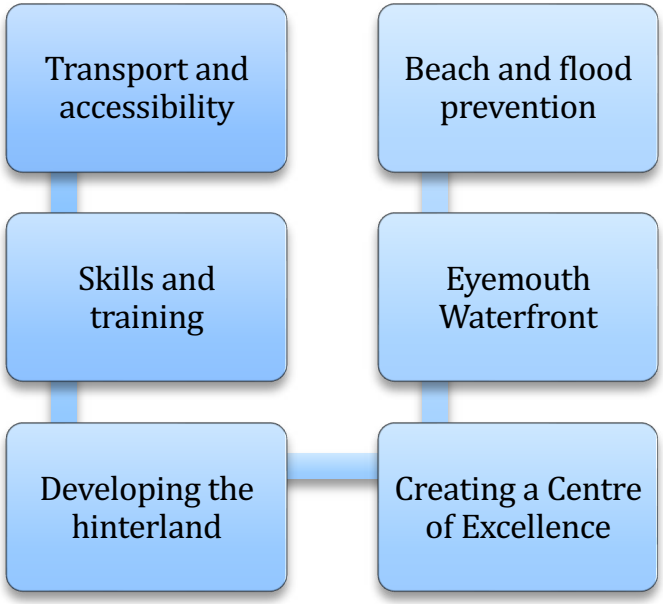
Masterplan proposals

The core proposal comprises a new deep-water, multi-user harbour facility, transforming Eyemouth Harbour and creating employment and business opportunities (see overleaf).

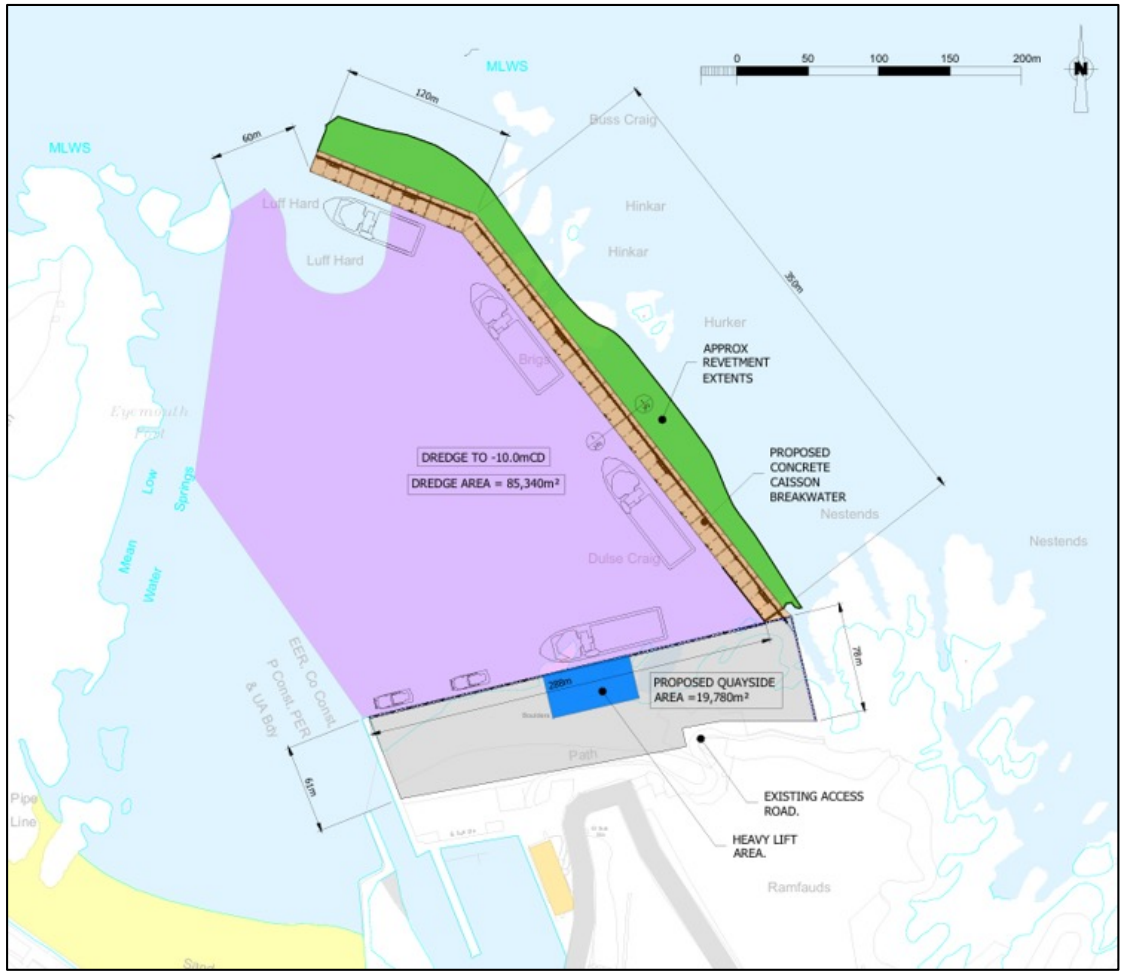
The exact location, design, construction, and impacts will be explored in the next phase of project development.

Additional proposals focus on improving existing infrastructure and services.

Non-operational measures supporting future growth at the harbour are also included. These are closely aligned with the masterplan and crucial for Eyemouth and future growth at the Harbour – delivery of these would be led by other entities.



Eyemouth Harbour Extension



- New multi-purpose harbour
- c. 2 hectares of laydown area
- c. 700m quay / berthing
- Water depth of 10m below Chart Datum
- Shore power
- Heavy lift area capacity of 20t/m^2
- c. £180m excluding optimism bias

- High level, conceptual scheme at present
- Variety of studies, surveys and technical analyses to be undertaken to determine optimal design
- Will include investigations on all environmental impacts

Economic baseline

Eyemouth Harbour is a key economic driver, supporting jobs across various sectors. Its transformation will ensure the community's future sustainability by:

- Creating high-value employment opportunities and attracting new residents.
- Expanding the supply chain and fostering skills, expertise, and innovation.
- Stimulating investment in housing, transport, and infrastructure.
- Accelerating land development.

A detailed economic impact assessment will follow in the next development phase.

Summary of potential impacts based on initial analysis

Offshore wind

- Additional local Gross Value Added (GVA) of perhaps £20 million per annum

Fisheries

- Safeguards 69 FTE fishing jobs and GVA of £4.7 million per annum

Cruise

- Impact in local economy of £217,000 in GVA per annum

Marine leisure

- Additional local spend of £100,000 per annum

Onshore wind

- Reduction in accompanied heavy loads on roads

Strong fit with policy landscape

Eyemouth Harbour Masterplan fits well with the national, regional and local policy landscape, delivering transformational infrastructure that will expedite transition to net zero while also realising social and economic ambition for Eyemouth and the South of Scotland.

Building strong relationships with key policy makers at all levels will be important in order to:

- Obtain UK, national and regional political support for the proposals so that they can be incorporated into plans and strategies.
- Raise awareness and profile of the masterplan proposals.
- Identify potential funding and investment sources.
- Develop a new customer base for Eyemouth Harbour.

Priority linkages with policies and strategies

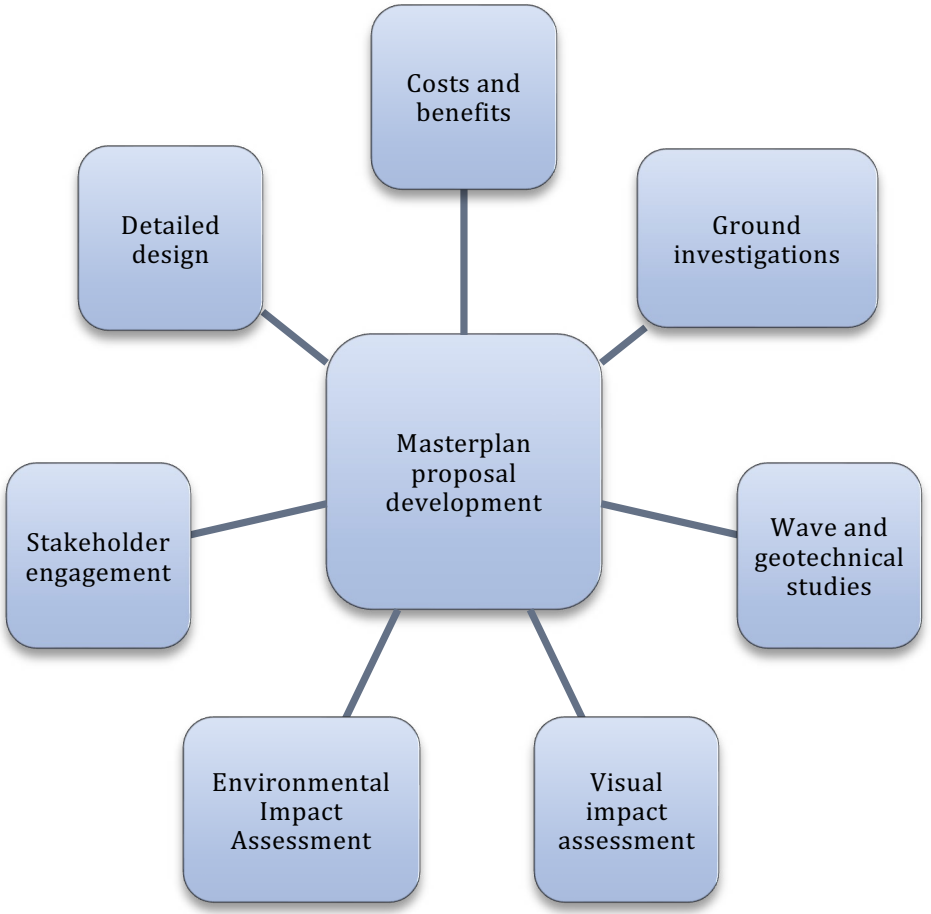
Facilitating and expediting offshore wind	*UK and Scottish policies and targets focused on offshore wind, net zero and climate change*
Increasing port infrastructure capacity in the UK	*Green Industrial Strategy* *UK Innovation Strategy*
Creating a new industrial node facilitating regional economic growth	*Scotland's 10-year National Strategy for Economic Transformation* *Regional Economic Strategy*
Catalyst for supply chain, skills and innovation regionally and nationally	*Regional City and Growth Deals* *Scottish Borders Local Development Plan, Council and Community Plans*
Creating new opportunity for cruise and marine tourism nationally	*Scotland's Tourism Strategy*

Implementation

Scotland and the UK urgently need port infrastructure for offshore wind to remain competitive with mainland Europe. Eyemouth Harbour aims to fast-track its masterplan and collaborate with government bodies for efficient feasibility, design, and implementation.

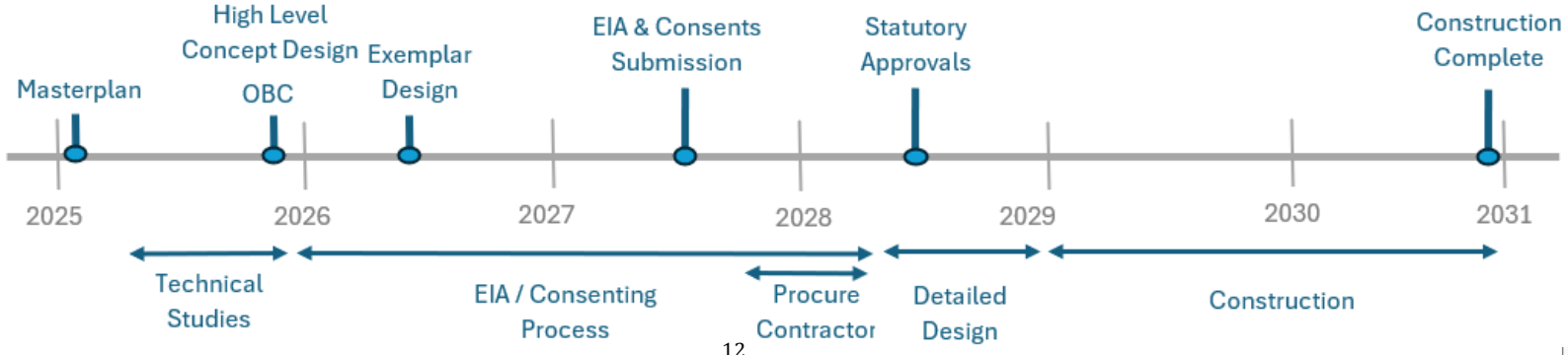
A core element will be engaging with harbour users and the wider Eyemouth and East Berwickshire community during the next phase of development, and crucially during the design and environmental impact assessment of the Eyemouth Harbour Extension.

Elements of the next phase



With two summers assumed for construction, the earliest operational date is c. 2031, though this timeline may change based on funding and risk factors.

Illustrative Timeline



Community Consultation

The Draft Masterplan was published in December 2024 and made available for community comment and input by way of a Community Consultation exercise. The Community Consultation period ran from Thursday 5th December 2024 to Thursday 9th January 2025.

- **Hard copies** of the Draft Masterplan were made available for review at the Eyemouth Harbour Office and Eyemouth Library during the consultation period.
- **Electronic copies** of the Draft Masterplan could be requested from Eyemouth Harbour Trust via the website.
- **Presentation** and **Drop-in Sessions** were held over three days in December.
- **Questionnaire** to gather views on the Draft Masterplan proposals; online and in hard copy.

The results of the latter exercise are summarised right.

Feedback and comments were collated from all engagement activities. A summary of these, and the masterplan response to them are noted in Appendix C.

Questionnaire response

There is clear stakeholder support for most masterplan proposals, based on questionnaire responses. In summary:

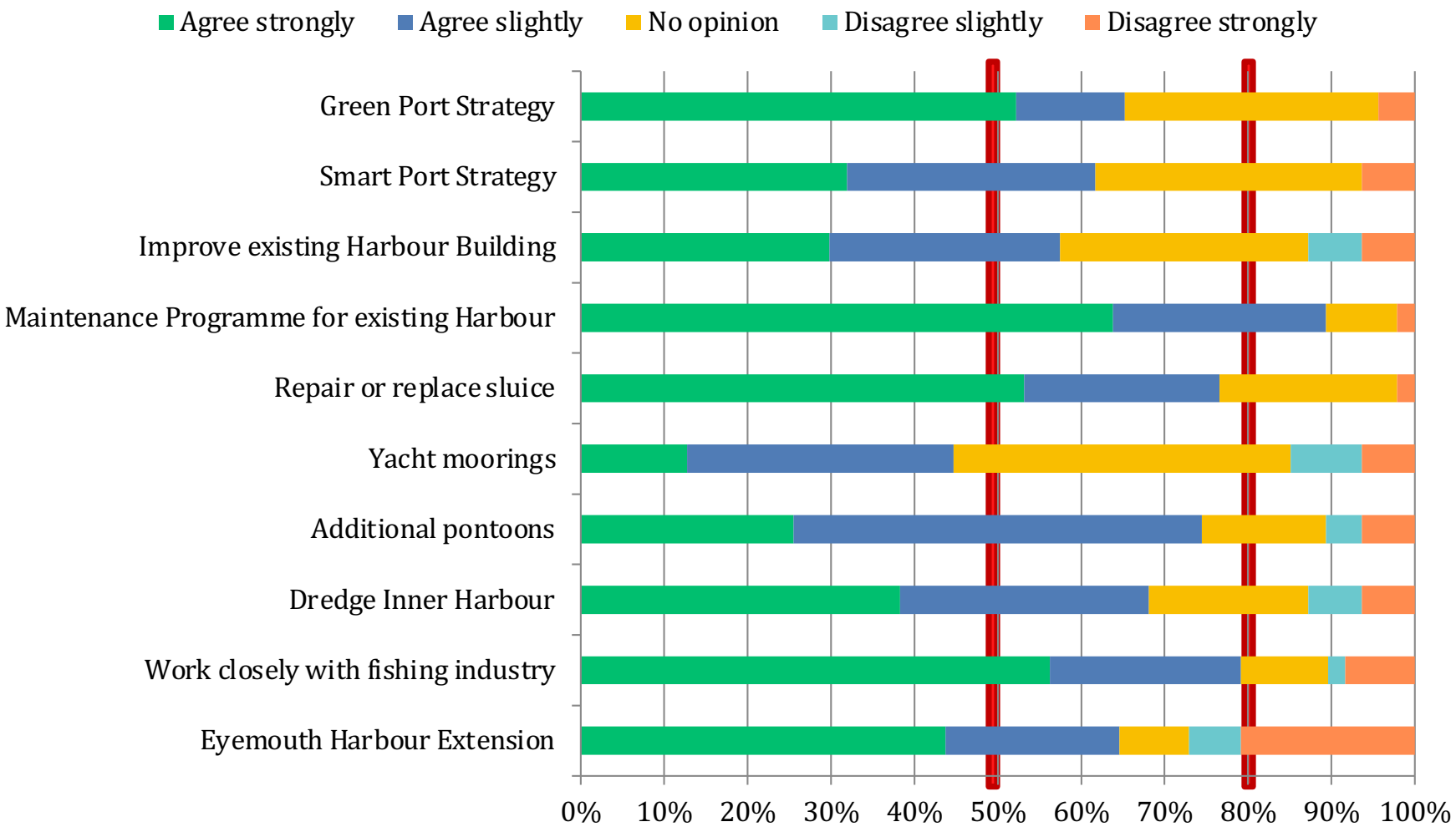
- The majority of stakeholders agreed with all proposals by c. 2:1 or more, except those for yacht moorings.
- A small minority disagreed (slightly or strongly) with the proposals (generally 15% or fewer), although 27% disagreed with the Eyemouth Harbour Extension – at the same time 67% of respondents agreed strongly or slightly with this proposal. *
- Yacht moorings and additional pontoons had the weakest support overall – only 13% and 26% of stakeholders strongly agreed with these proposals respectively.

The majority of stakeholders considered the following proposals to be of *high* priority:

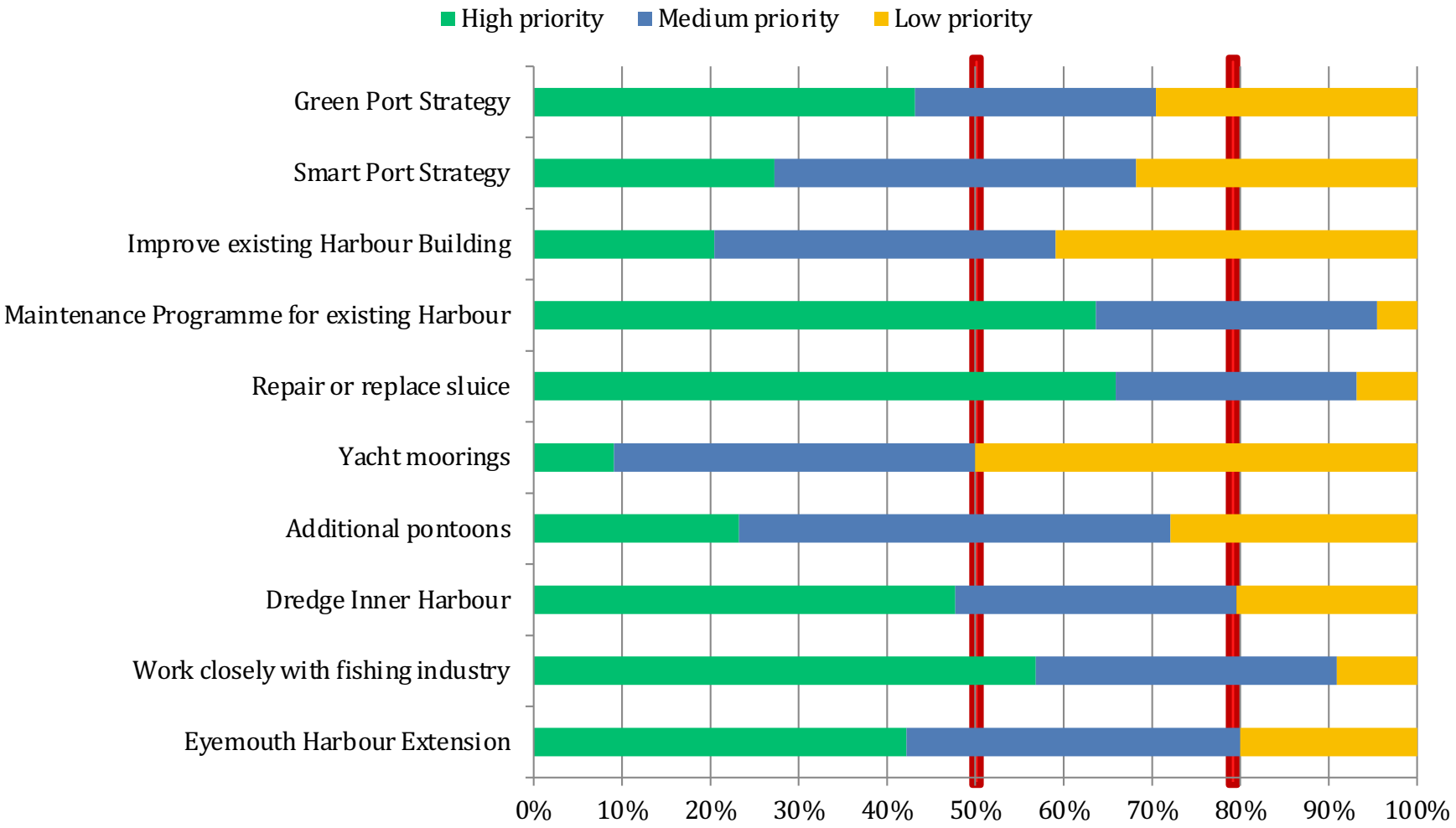
- Repairing or replacing the sluice (66%).
- Existing Harbour Maintenance Programme (64%).
- Working closely with the fishing industry (57%).
- Potential dredging in the Inner Harbour (48%).
- Green Port Strategy (43%).
- Eyemouth Harbour Extension (42%).

*It should be noted however that 80% reported that the Eyemouth Harbour Extension is either a High or Medium priority.

How strongly do you support the masterplan proposals?



What level of priority should be attached to the masterplan proposals



1. INTRODUCTION

Introduction

This document presents the masterplan for Eyemouth Harbour (the 'Harbour'). It is a blueprint for its physical development, with the creation of new marine infrastructure. This is anticipated to futureproof the economic and social fabric of Eyemouth and the wider region for the next 50 years and more.

Eyemouth Harbour Trust (EHT) is a Trust Port managed by a Board of Trustees comprising volunteers who bring a range of skills and expertise to the table. It is a statutory independent organisation that exists for the purpose of operating and developing Eyemouth Harbour on behalf of its stakeholders and the wider Eyemouth and East Berwickshire community.

The first pier was built in 1767 with further developments in the 1790s, 1880s, 1960s and 1990s.

The Harbour now embraces a diverse range of activity which is necessary to operate as a sustainable business. This includes fishing, marine leisure and offshore wind, with revenue also generated from the provision of port services, property leases and parking charges.

Eyemouth Harbour

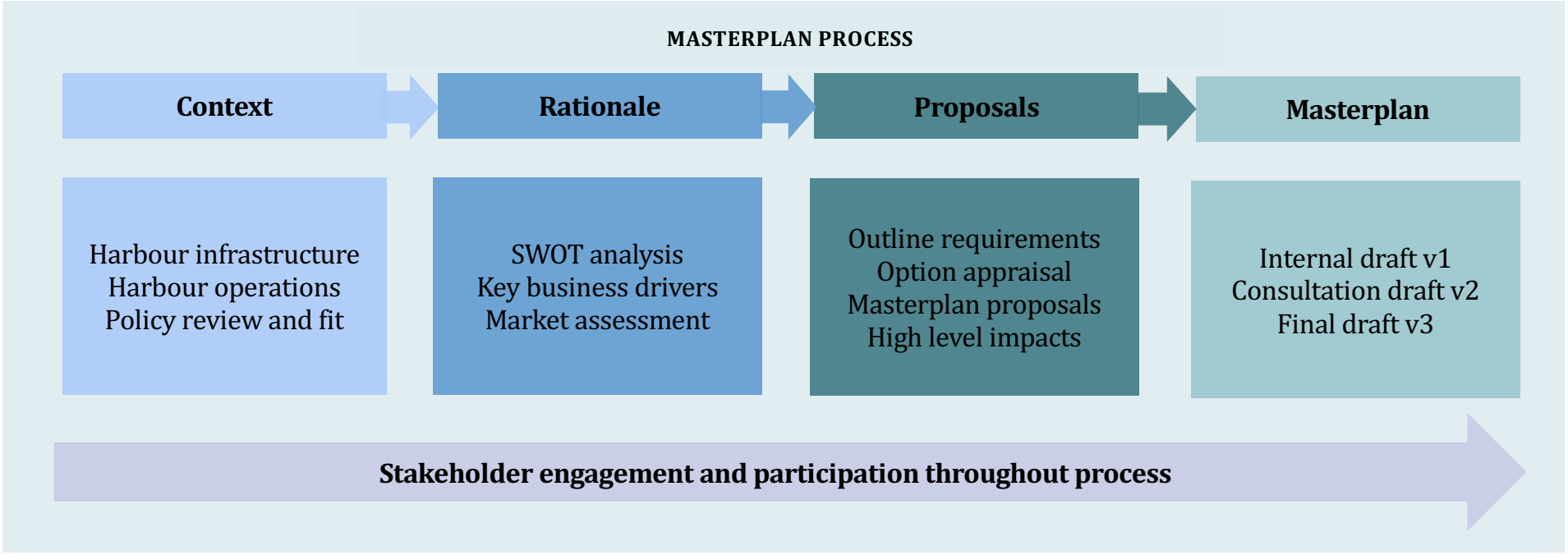
Source: Eyemouth Harbour Trust.

Masterplan methodology

A harbour masterplan sets out the physical strategy of the business. An effective masterplan should be created around the needs of the business opportunities and key stakeholders going forward, while also being cognisant of the national, regional and local policy landscape. It is important to spend time gaining a clear understanding of the current situation, the issues faced (and what works well), future market prospects, and how well-placed the port is to accommodate them.

Stakeholder engagement and participation has been at the heart of this masterplan. This has highlighted the importance of sustainability, balance, environmental concern and community impact when considering proposals.

The masterplan is aligned with the UK Department for Transport's (DfT) Guidance on the Preparation of Port Masterplans and HM Treasury Green Book and Better Business Case 'Five Case Model' advice. The latter sets out the stages for taking forward significant strategic investment proposals, and this masterplan is consistent with the first stage, the 'Strategic Outline Case' (SOC).



Masterplan structure

The structure of this masterplan (see right) is consistent with the requirements for a SOC, with a focus on the Strategic Case (Foundation), initial input relating to the Economic Case (Masterplan Proposals and Economic Impacts) and Management Case (Implementation).

This masterplan provides a blueprint for the physical development and transformation of Eyemouth Harbour.

It will enable Eyemouth Harbour to attract new business and be more agile, with flexibility to respond to changing markets over time, as well as futureproof the Harbour as a vital economic driver and community asset for Eyemouth.

Growth and diversification will safeguard existing jobs and create many more, thus fortifying the local community for the longer term making Eyemouth a more attractive place to live, work and visit.

Introduction
- Masterplan methodology
- Structure

Foundation
- Strategic context
- Market opportunities
- Key drivers and business needs
- Policy landscape
- Outline requirements

Masterplan Proposals
- Masterplan proposals
- Illustrative costs

Economic Impacts
- High level overview of potential economic impacts

Environmental Considerations
- Summary of environmental aspects

Implementation
- Project plan
- Key steps
- Stakeholder engagement
- Funding

2. FOUNDATION

Overview

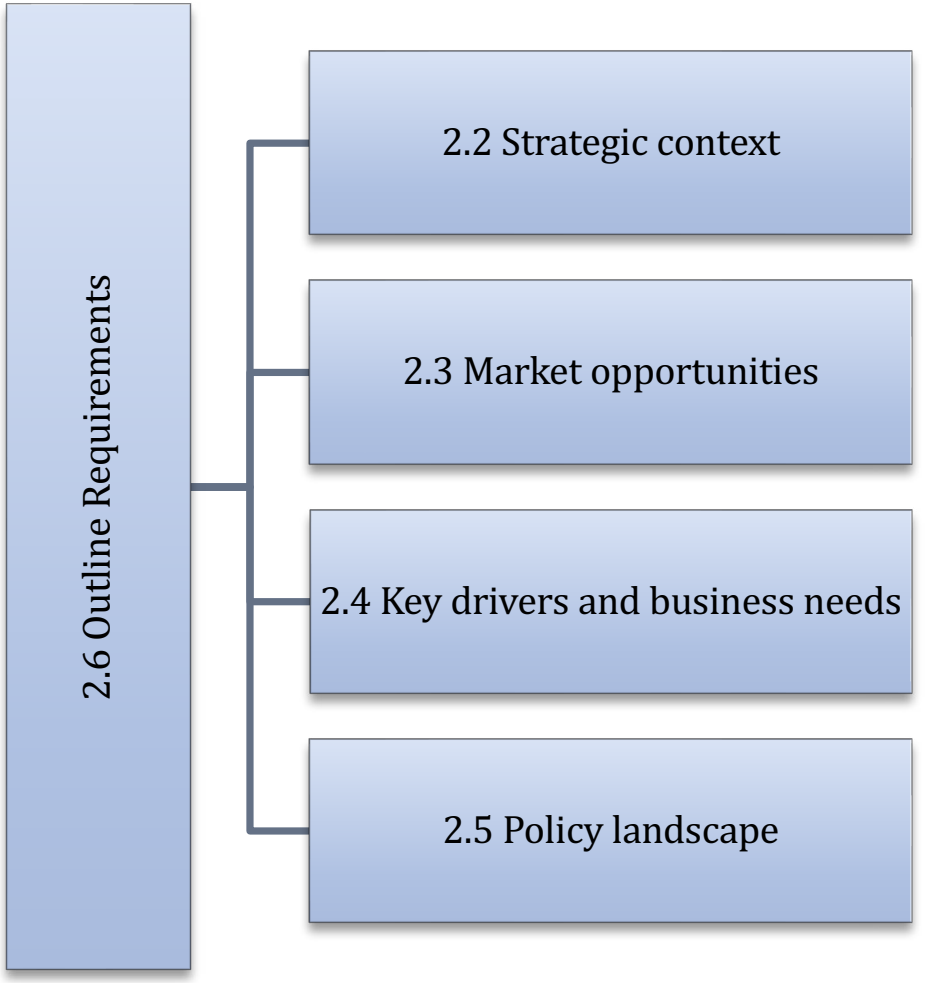
The foundation of the Eyemouth Harbour Masterplan sets out the Strategic Case, which presents a robust and compelling rationale underpinning the proposed developments.

This section explains the basis for this in terms of:

- The strategic context for Eyemouth Harbour in terms of where it is and what it does.
- The market opportunities that present themselves in the locale.
- The key drivers and business needs as these relate to the Harbour business and its stakeholders.
- The regional and national policy landscape within which Eyemouth Harbour exists and operates.

These are brought together in a statement of what the masterplan should deliver, namely Outline Requirements.

Building blocks



Eyemouth Harbour – Scotland's First Port of Call

Eyemouth is around 50 miles south of Edinburgh and six miles from the Scottish Border – Eyemouth Harbour is the most southerly port on the East Coast of Scotland and is well-positioned geographically from a land and sea perspective:

- Only two miles from the main north-south Trunk Road (A1) with an excellent access road to the Harbour area that avoids the town and is suitable for Heavy Goods Vehicles (HGVs).
- Proximity to the rail network – direct services to / from Edinburgh, Aberdeen, Newcastle and London (less than four hours from London by train); and nearby rail stations (Reston and Berwick are six and nine miles away respectively).
- Within easy reach of several international airports (Edinburgh, Newcastle, Glasgow).
- In terms of sea access, Eyemouth is in close proximity to several offshore wind development sites, not just off the coast of Scotland, but England too. The Harbour is also well-positioned for fishing and marine leisure.
- Eyemouth is located between the Forth Estuary (Edinburgh) and Tyne / Teesport and is closer to European ports than Grangemouth and Rosyth (by ~60 nautical miles), which are further inland on the River Forth, and other ports north of the Forth Estuary.

Geographical location

Source: Eyemouth Harbour Trust.

Source: Trans-European Transport Network (TEN-T) Comprehensive and Core Networks, European Commission.

Harbour facilities

Eyemouth Harbour is situated at the mouth of the Eye Water, in the heart of the town of Eyemouth. It comprises an Inner Basin with pontoons along either side, and Gunsgreen Basin towards the Entrance Channel. There is a Boat Yard located at the inner end of the Harbour, which is privately owned and operated.

- Entrance Channel is 17m wide and the Harbour can typically accommodate vessels with a 2m draft at any tide.
- Gunsgreen Basin comprises 280m of quay and is furnished with pontoons to accommodate offshore wind Crew Transfer Vessels (CTVs).
- Inner Basin comprises 490m of quay including 230m of serviced pontoons. East Pontoon is largely dedicated to marine leisure (visiting / local yachts and tour boat operators). The West Pontoon is mainly utilised by local leisure craft, however, pontoons are utilised by local inshore fishing boats outside of the peak season.
- A wide range of port services are provided including ice, fuel, water and shore power on some berths.

Eyemouth Harbour

Source: Eyemouth Harbour Trust.

Harbour activity

Eyemouth Harbour continues to maintain a diverse mix of activity, evidenced in the recent selection of Eyemouth as the designated Operations and Maintenance (O&M) port for the Neart na Gaoithe (NNG) offshore wind farm.

Having struggled financially over the last two decades, EHT realised an operational profit of circa £28,500 in 2023, despite a 14% increase in costs. While fishing and marine leisure business remained stable, the increased turnover (in the region of 35%) was driven by the new offshore wind business, property leases, provision of port services and fuel sales.

The competitiveness of Eyemouth Harbour is enhanced by the presence of commercial boat repair and shellfish processing businesses in the town.

In addition, two very important attributes of Eyemouth are its bustling working harbour ambience, and its marine environment.

Fisheries

Eyemouth has a long history as a prominent fishing town, and the heritage of fishing is at the heart of the community. While there are challenges – not only in Eyemouth but across many of the smaller ports and harbours – it is anticipated that fishing will remain a key industry for Eyemouth and other ports and harbours, for the medium and longer term.

Eyemouth remains a very important fishing hub on the East Coast of Scotland, which is supported and enabled by the permanent location of DR Collins in Eyemouth – one of the largest shellfish processors and wholesalers in Scotland.

Eyemouth had 598 tonnes of live fish landed in 2023 worth £1.03m. Shellfish is the dominant catch with mostly prawn as well as lobster and crab. Scallops are landed every three to four years and were not present in 2023 or 2024.

As well as supporting a small local fleet, Eyemouth is an important port of call for vessels landing fish on the East Coast of Scotland.

Marine leisure

Eyemouth Harbour is an attractive port of call for sail visitors: well-positioned between marinas along the East Coast of Northern England and Arbroath and Stonehaven further north. There are other marinas or anchorages, but many are tidally constrained with limited water depth and/or facilities.

Since pontoons were installed first in 2006 and then 2013, marine leisure activity has increased consistently. In 2024 (up to September) 183 yachts visited Eyemouth and spent at least one night on the visitor pontoon, totalling 570 boat nights.

Almost all visits (96%) were made in May, June or July. Visiting boats have increased since 2020, with visitors spending more time in Eyemouth (on average 3.1 nights in 2024 compared to 2 nights in 2017).

There are currently seven vessels based in Eyemouth offering a mix of dive, angling, sightseeing and pleasure tours. There are also 31 seasonal berths taken up by locally owned boats that stay in Eyemouth all summer or all year round.

Offshore wind

Eyemouth Harbour is one of few Scottish ports so far to secure an offshore wind O&M contract, having negotiated a 25-year lease agreement with NNG for their O&M facility and exclusive usage of Gunsgreen Basin (with an option to extend to 50 years). More than 40 jobs have been created within NNG, and many more within the supply chain. As well as rental revenue, the Harbour benefits financially from the provision of various port services to NNG and others, and this is likely to increase further as the offshore wind farm becomes operational.

Source: NNG.

Market outlook summary

Activity at Eyemouth Harbour centres around fishing, marine leisure and offshore wind, supported by income from property leases, fuel sales, port services and parking charges.

The outlook for some existing business streams is favourable, particularly offshore wind, but also marine leisure and cruise. Fishing has seen considerable decline over the last two decades but has remained stable over the last couple of years. Safeguarding the status quo is of key importance to the community as well as futureproofing for growth in the future.

There are new opportunities not only in offshore wind, but in general cargo trade, should Eyemouth have the necessary infrastructure in place making it a new player in the competitive landscape.

Eyemouth Harbour is well-positioned geographically to capitalise on these opportunities, subject to delivering the requirements for such activity, as summarised overleaf.

Other factors to consider alongside key business sectors

In addition to focusing on key business sectors, the market assessment has also identified other supportive areas for consideration and action which will make the Harbour more efficient and attractive as a place to do business:

- Embracing the green port concept and implementing a decarbonisation strategy for Eyemouth Harbour.
- Making Eyemouth a 'smart port' with state-of-the-art digital systems in place.
- Developing a long-term plan for land use in close proximity to the Harbour, covering commercial, industrial and housing needs, all of which are fundamental to support future growth in economic activity.
- Working with local, regional and national agencies, education institutions, community groups and industry to support the development of a Centre of Excellence in innovation, marine environment research and renewables, encompassing partnership working to develop training and skills in Eyemouth for Eyemouth, East Berwickshire and the South of Scotland.

Market outlook summary

Sector	Outlook	Issues and Needs	Timescale
Fishing **(Low growth)**	**Local and visiting fishing fleets:** Fishing industry remains stable at present despite many barriers and constraints. Strong potential for Eyemouth to safeguard local and visiting fleet fisheries.	Lack of berths and quayside space for fisheries, particularly visiting fleet. Economic agencies need to work with industry to identify necessary interventions to futureproof activity.	Short – Medium Term
Marine leisure and cruise **(Med growth)**	**Marine leisure:** Strong potential for Eyemouth to grow marine leisure through attracting more sail visitors and cruise line calls. **Cruise:** While cruise vessels can call with tenders at present, it is not possible for them to come alongside.	Improved facilities (including showers, laundry, WIFI) and more berths / moorings would make Eyemouth more attractive; also targeted marketing. Need deeper water berth to accommodate cruise alongside.	Short – Medium Term
Offshore wind **(High growth)**	**O&M – existing operator:** Strong potential to capitalise further on existing O&M and its supply chain activity.	Insufficient warehouse / office space for O&M operator and supply chain companies.	Short – Medium Term
	O&M – new business: Strong potential for Eyemouth to be O&M base for at least one more offshore wind farm (e.g. Berwick Bank or others in English Waters). Potential to expand this further, possibly working with other ports to service wind farms furthest away.	Need deeper water berths to accommodate Service Operating Vessels (SOVs), quayside space, warehousing and office space.	Medium – Long Term
	Assembly / integration / installation/ replacement / renewal: Medium potential for Eyemouth to accommodate various activities associated with installation and replacement / renewal of offshore wind turbines.	Need deeper water berths to accommodate SOVs, substantial laydown space for storage and working with components; warehousing and office space.	Medium – Long Term
Cargo **(Low growth)** **Onshore wind** **(Med growth)**	**Import / export:** Strong potential for Eyemouth to compete in the market for handling cargoes, imported / exported via smaller coaster type vessels. Key markets in the short term include onshore wind components, agri-products, timber and aggregates.	Need deeper water berths to accommodate coasters, laydown area and warehousing / storage areas depending on commodities.	Short – Medium Term

Fishing

Eyemouth has a long history as a prominent fishing town and the heritage of fishing is at the heart of the community. While there are challenges – not only in Eyemouth but across many of the smaller ports and harbours – fishing will remain a key industry for Eyemouth for the medium and longer term. As highlighted earlier, Eyemouth remains a very important fishing hub on the East Coast of Scotland.

Scottish statistics do not reflect the importance of visiting fishing vessels nor the need for suitable ports of call for landing fish on the East Coast of Scotland.

Eyemouth is currently constrained in terms of berthing space and water depth for the larger fishing vessels. Improved provision of services and the right infrastructure will enable Eyemouth to remain a key fishing port for the future.

As well as physical enhancements there is a need for local and regional economic agencies to engage with local fishermen and companies operating in the sector, working with them to identify what needs to be done for the future of the industry – succession strategies, innovation, exploring new markets, partnership working, etc.

Source: Eyemouth Harbour Trust.

Marine leisure and cruise

Marine leisure is an important source of year-round employment in rural and coastal communities. By 2030 it is estimated that employment in the sector will increase to 3,340 Full-Time Equivalent (FTE) jobs (Economic Value of Boating Tourism in Scotland, 2023).

Eyemouth offers an attractive location and has a real opportunity to enhance its offer as a primary destination on the East Coast of Scotland for UK and overseas sail visitors. This in turn will have benefit for the local economy and community.

Cruise capacity is forecast to grow globally by 10% between 2024 and 2028 (Cruise Lines International Association – CLIA). The expedition and exploration sub-sector is the fastest-growing, with a 71% increase in passengers travelling on this type of itinerary from 2019 to 2023.

With the right infrastructure Eyemouth could attract small to medium cruise ships alongside (which is preferable from an operator point of view). There is also an opportunity for the community to develop and promote itineraries that will bring local economic benefits.

Diving is popular in the waters around Eyemouth and St Abbs. Greenends Gully, in close proximity to Eyemouth Harbour, is favoured as an optimal site for commercial training. With an ever-decreasing number of hyperbaric chambers located in Scotland, Eyemouth could be an optimal place to reintroduce one – this would be dependent on other bodies for funding and operation (e.g. NHS) as well as potential demand.

Cargo

With new requirements emerging from the offshore wind sector, some ports are under pressure to accommodate demand beyond their means. While offshore wind presents clear prospects for new business in Eyemouth, there are also opportunities to compete for other types of freight in the short, medium and long term.

In the short term there is a potential opportunity to make Eyemouth a preferred port for bringing in onshore wind components, particularly given the short-term development of onshore wind farms in proximity to Eyemouth, but also the medium to long term opportunities with regard to renewal, replacement and decommissioning.

There could also be opportunities in short sea shipping of aggregates, agricultural bulks and timber. Attracting new markets will depend on a range of factors including price, infrastructure and distance from port.

With deeper water berths and laydown area there is an opportunity for Eyemouth to attract import / export cargo. To develop this business EHT will need to work with partners and interested parties (e.g. shippers, logistics operators, government bodies).

Given current pressures on port infrastructure from the roll out of offshore wind, and policies driving towards more short sea shipping to remove miles from the road networks, this is a good time for Eyemouth to develop a competitive position.

Offshore wind

With favourable sailing times to offshore wind farm sites, a track record in supporting offshore wind O&M, and in time the right infrastructure and services in place, Eyemouth has a competitive offer and opportunity to attract offshore wind business including:

- Business associated with the existing O&M operation through accommodating additional supply chain activities and providing additional services.
- Pre-development exploratory works, trials and surveys.
- An O&M base for other offshore wind farms.
- Eyemouth could accommodate pre-assembly and integration work and be a base during replacement and renewal campaigns. It might also accommodate other supply chain activities, creating a cluster effect and stimulating growth in the local circular economy.

While it might take some time to secure agreements, this sector will continue to offer significant business opportunities for the foreseeable future, given its contribution to the transition to net zero.

This means that there will be demand for port facilities in the much longer term, as offshore wind turbines will require maintenance and renewal on an ongoing basis.

Offshore Wind opportunity in English Waters

Within 200km of Eyemouth lies 17 Gigawatts (GW) capacity in Scottish Waters, as well as up to a further ~6GW in English Waters assuming the areas closest to the coast are developed first.

Opportunities in English Waters

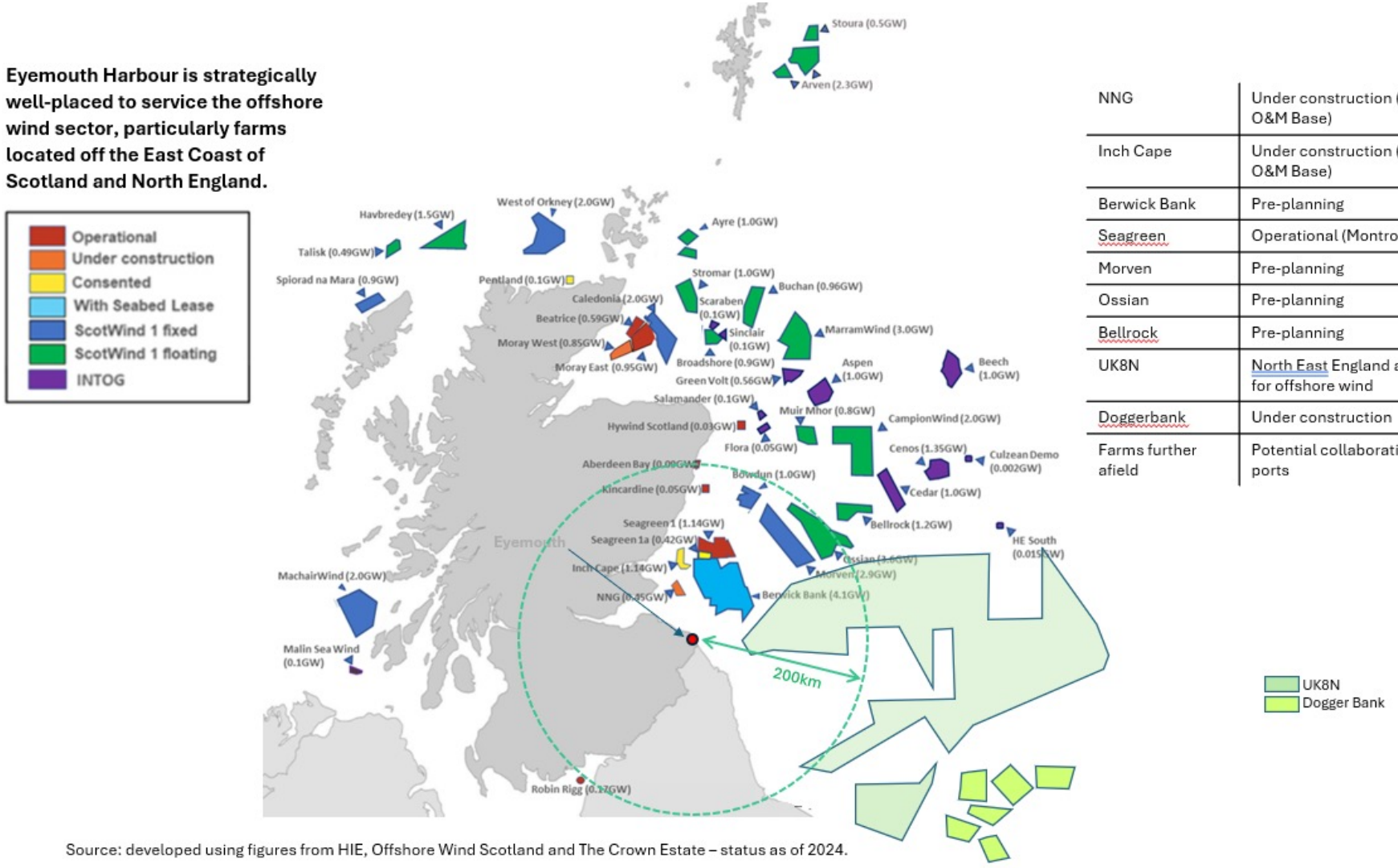
The Crown Estate has identified medium to long term plans for leasing offshore wind sites.

For the North East of England The Crown Estate has identified an area labelled UK8N, some of which is in close proximity to Eyemouth. An area comprising ~6GW is estimated to be within 200km of Eyemouth.

- Spatial potential for up to 16GW additional capacity leased by 2030 and in operation from 2035 onwards.
- To achieve this level of capacity at least 15% of area would need to be leased.
- Broad region of opportunities for relatively deep water fixed, or relatively shallow water sub-structures.
- Moderate cost to construct and operate.

Offshore wind

Eyemouth Harbour is strategically well-placed to service the offshore wind sector, particularly farms located off the East Coast of Scotland and North England.



NNG	Under construction (Eyemouth – O&M Base)
Inch Cape	Under construction (Montrose – O&M Base)
Berwick Bank	Pre-planning
Seagreen	Operational (Montrose – O&M Base)
Morven	Pre-planning
Ossian	Pre-planning
Bellrock	Pre-planning
UK8N	North East England area identified for offshore wind
Doggerbank	Under construction
Farms further afield	Potential collaboration with other ports

Source: developed using figures from HIE, Offshore Wind Scotland and The Crown Estate – status as of 2024.

Source: developed using figures from HIE, Offshore Wind Scotland and The Crown Estate.

Innovation

Digitisation and technologies are developing at speed, and it is imperative that businesses keep up so that they remain competitive and efficient.

There is currently much activity in the fields of marine research and renewable energy with academic institutions working with local businesses and enterprise agencies on a wide range of research and innovation projects, both locally and across the region.

Edinburgh University, together with St Abbs Marine Station, have created a world leading facility in electromagnetic fields and the impacts that has on marine organisms. South of Scotland Enterprise (SOSE) and Scottish Enterprise are engaging with many more companies and research institutions looking to undertake further research in renewable technologies – a number of these organisations recognise the potential benefits from being located in Eyemouth given its proximity to the marine environment and links with the offshore wind industry.

Innovation is a key opportunity for Eyemouth and for the Harbour. The possibility of a Centre of Excellence based in Eyemouth to bring the various strands together is one emerging proposal.

There is potential for Eyemouth Harbour to promote itself as a prominent location for innovation: for example, as a base for autonomous vessel research and development, training and deployment. With planning permission for a helicopter facility, Eyemouth could also promote itself as a base for drone trials and deployment. It could also be a potential location for research and trialling of future / synthetic fuels and hydrogen development.

Innovation should be built into any construction project, with a view to identifying opportunities, such as the ability to construct heat pumps or a heat exchanger to generate power.

There will be other opportunities to work with Governments and other institutions to develop new technologies, undertake trials and participate in research initiatives.

Opportunities – a summary

OFFSHORE WIND

Capitalise on existing O&M operation and supply chain requirements

Attract at least one more O&M operator in the short to medium and more in the longer term

Enable other offshore wind activities in the future

FISHING

Futureproof Eyemouth as commercial fishing hub

Enhance services & infrastructure for local / visiting fleet

Promote Eyemouth's fishing heritage

MARINE LEISURE & CRUISE

Develop Eyemouth as an attractive sailing destination

Enhance Eyemouth's offer as a cruise destination

CARGO TRADE

Enable Eyemouth to attract commercial trade activity, particularly related to onshore wind

Position Eyemouth as a potential port for short sea cargo

INNOVATION

Work with other agencies to develop a Centre of Excellence in innovation, marine environment and renewables

Promote Eyemouth Harbour as a centre for innovation, embracing green port and smart port concepts

Role of stakeholder engagement

The approach to assessing Key Drivers and Business Needs was to undertake a far-reaching stakeholder engagement exercise:

- Initial discussions with stakeholders to build a picture regarding issues, constraints and opportunities: this was carried in out in July – August 2024 including a week spent in Eyemouth meeting stakeholders face to face, alongside telephone and video calls. A drop-in session was also facilitated, to enable members of the community to ask questions about the masterplan process and to provide their views. Initial discussions were also held with EHT staff.
- Optioneering workshops with stakeholders were held in September 2024; this activity provided an opportunity to input into the development of proposals for consideration in the masterplan. This included Harbour users and stakeholders from the community, as well as separate workshops with EHT staff and Board members and representatives from SOSE and Scottish Borders Council (SBC).
- Discussions have been held with industry representatives, and existing / potential users as part of the market assessment.

Stakeholder list

EHT provided an initial list of stakeholders, which was expanded to include:

- EHT Board and staff
- Harbour users
- Other marine stakeholders
- Government agencies and statutory authorities
- Community groups and local businesses
- Academic institutions

Key drivers and business needs

Through understanding the issues and constraints, alongside market opportunities there is a clear set of business needs and drivers. This section sets out:

- Eyemouth Harbour's key strengths
- Key issues and constraints
- Key risks

The masterplan will be a catalyst for enhancing resilience and wealth building in Eyemouth through:

- Supply chain expansion, coupled with growing skills, expertise and innovation in Eyemouth and the wider region.
- Stimulating investment in housing and transport infrastructure and services.
- Expediting uptake of development land.

It is noted that there were concerns raised during the Community Consultation regarding potential negative impacts arising from: over-industrialisation; reducing the attractiveness of Eyemouth as a tourist destination; and significant pressure on the town's infrastructure. These concerns will be considered alongside key drivers and business needs, and in the next stage of masterplan proposal development.

Key strengths

- Diverse port business
- Proximity to offshore / onshore wind sites
- Excellent land transport links
- Key hub for fishing and marine leisure
- Harbour accessible 24/7
- Substantial area of development land available
- Bustling harbour town
- Attractive waterfront area
- Diverse and valued marine environment
- Strong relationships with public sector and community

Direct issues and constraints

Eyemouth Harbour identified various key issues and constraints, and many of these were also confirmed by Harbour users and stakeholders during the consultation.

Lack of berthing space

Berthing space is constrained, limiting opportunity to attract more marine traffic. Pontoons can be congested with a mix of visiting / local yachts, local tour boats and local fishing boats – particularly in inclement weather.

Limited water depth

Water depth is limited throughout Harbour limiting size of vessels: vessels with up to 2m draft only can enter on all tides. Without deeper water there is limited potential for growth in Harbour activity.

Lack of protection

Frequent northerly and easterly winds create substantial swell in the Harbour making many berths unusable. 2.5 – 3m swells are common during winter months and cause significant issues, e.g. fishing boats shelter in the Inner Harbour.

Lack of space / laydown area

Lack of adequate working space on or adjacent to the quay for maintenance of fishing gear.

Limited available quayside space for other activities.

Lack of undercover storage / warehousing

Insufficient space for storage of equipment and spares required for fishing and offshore wind.

Dredging, sediment and debris

Large volume of dredging required due to sand and sediment build-up in Harbour.

Significant volume of sediment / debris flowing into the Harbour from river when in spate.

Condition of existing infrastructure

Harbour walls and buildings are ageing. Need to ensure existing infrastructure is maintained in good condition to futureproof sustainability of Harbour.

Wider issues and constraints (outcomes from stakeholder engagement activities)

A wide range of issues and constraints came through during stakeholder engagement. These included both Harbour-related aspects but also many relating to the community and town infrastructure reflecting the impacts and needs associated with expanding Eyemouth Harbour in the future. They include:

Town Infrastructure

- Lack of affordable housing
- Limited hotel-type accommodation
- Need to improve transport infrastructure & parking around town centre
- Limited public transport & taxi services connecting Eyemouth with rail stations & other places
- Need to balance industrial growth with town infrastructure

Environment

- Litter problem in the centre of town
- Marine environment highly valued by the community
- Concern that any development might exacerbate erosion of Eyemouth Fort

Waterfront

- Tourism is a real opportunity for the area but there is limited strategic direction at a local level
- Visual amenity around the waterfront area could be improved
- The beach could be more accessible; the Bantry needs repaired
- Town is cut off from Gunsgreen House given long walk around

Business

- Business base in Eyemouth is underdeveloped
- It is difficult for young people in Eyemouth to access training opportunities

Harbour

- Health & safety on quayside is an issue due to mix of harbour-related activity, pedestrians, traffic & parked cars
- Boatyard is constrained in terms of the size of boats it can accommodate - due to narrow entrance
- Marina facilities are distant from the town

Fishing

- Fishing industry and heritage is vital for Eyemouth and needs to be safeguarded
- Fishing is being squeezed in the harbour with less space afforded to its activities

Risks and threats

- **The existing Harbour is constrained in terms of berthing space, working areas on the quayside, storage and warehousing**. Without investment Eyemouth Harbour may lose business and not be able to capitalise on opportunities.
- **Condition of current infrastructure** is not fully known. There are holes and cracks in several walls which could lead to undermining around the quayside. A detailed survey will be undertaken to determine the baseline condition.
- **Financial viability** has long been a concern and threat for the Harbour. While financial stability has been achieved there is an ongoing risk that this could be eroded in the future, with rising costs and potential reduction in revenue-generating activities linked to constraints mentioned above.
- **There is potential for the fishing sector to decline further over the next decade**, though this is difficult to predict as there is no certainty over future fish types and stocks. The main factors affecting the sector are administrative and environmental burdens, rising costs and succession implications.

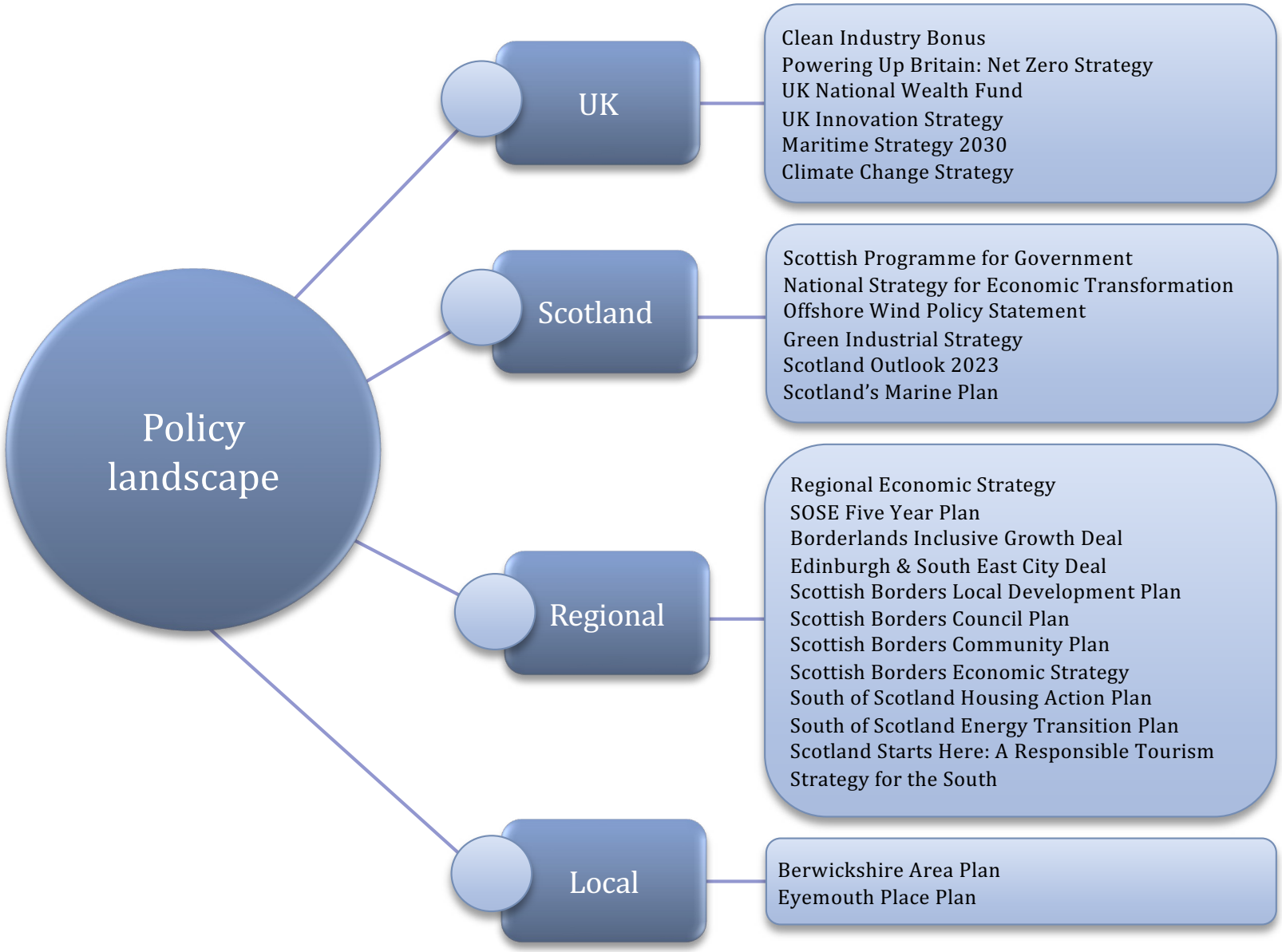
Eyemouth Beach

Source: Eyemouth Harbour Trust.

- **Flood risk, erosion and impacts associated with the river are a concern for Eyemouth Harbour and the community**. The marine environment, and Eyemouth Beach are seen as key assets for the community and need to be safeguarded for the future.
- **Competition from other ports**. While there is increasing competition for offshore wind markets, the overarching view from Government and the sector is that there is not yet sufficient port infrastructure and facilities available to accommodate the volume of activity that is going to happen over the next decade and beyond. While Eyemouth will be competing with other ports, investment in infrastructure is necessary to harness this opportunity.

Policy landscape summary

The policy landscape is broad and dynamic – see summary of key policies and strategies at UK, Scotland, regional and local level.



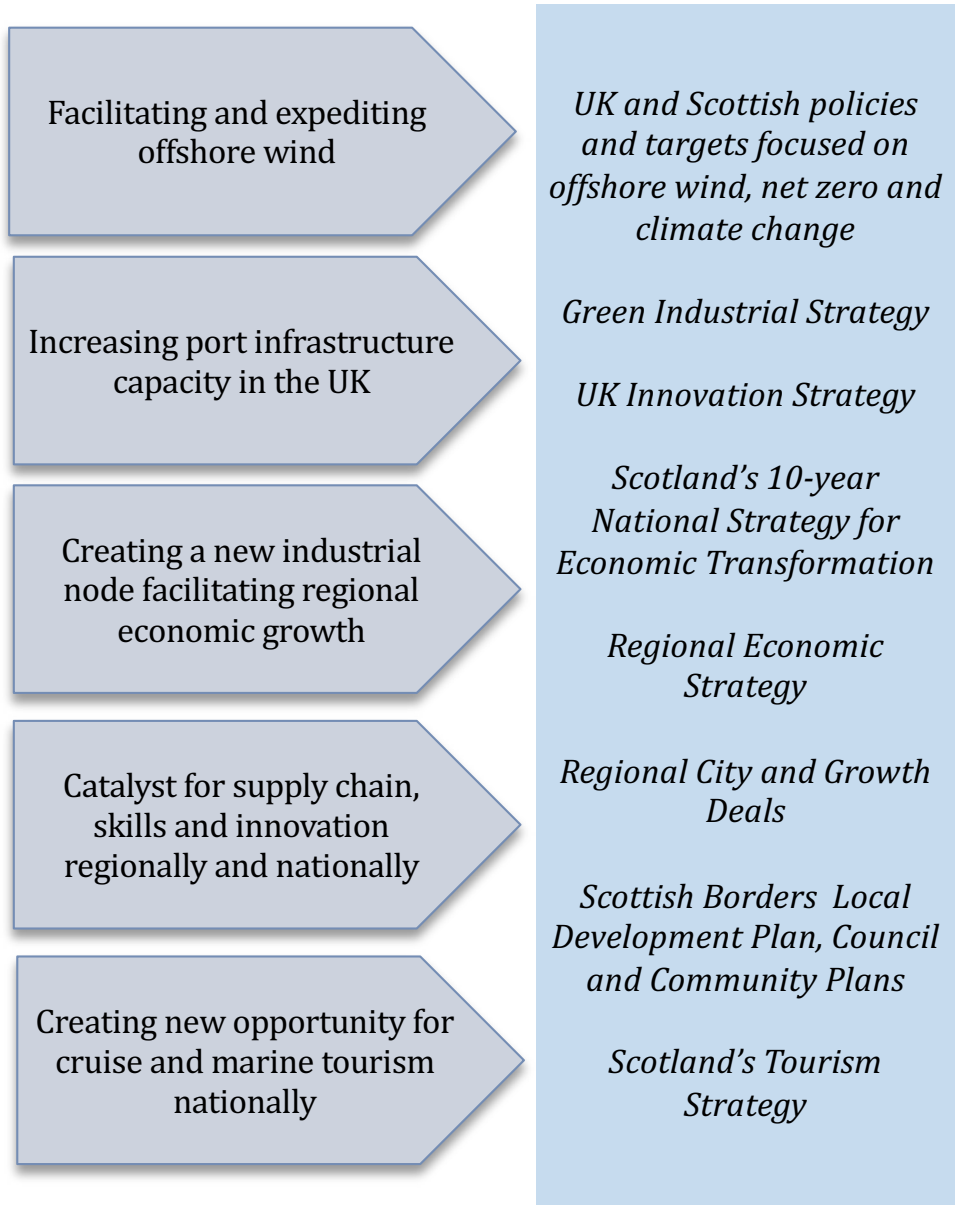
Policy focus

Expanding Eyemouth Harbour would be a transformational project that would impact the local economy for many years to come. Understanding how the masterplan proposals can contribute and align with regional, national and UK goals is a vital step.

Building strong relationships with key policy makers at all levels will be important in order to:

- Obtain UK, national and regional political support for the proposals so that they can be incorporated into plans and strategies.
- Raise awareness and profile of the masterplan proposals.
- Identify potential funding and investment sources.
- Retain existing customer base.
- Build a new customer base for Eyemouth Harbour.

Priority linkages with policies and strategies



Policy landscape summary

Most policies and strategies foster economic growth and transition to net zero, balanced with protecting our environmental assets and community wealth and wellbeing. See below key extracts from the Regional Economic Strategy, Local Development Plan and Green Industrial Strategy for Scotland.

Eyemouth Harbour Masterplan fits well with these policies, potentially delivering transformational infrastructure that will expedite transition to net zero while also realising social and economic ambition for Eyemouth and the South of Scotland.

REP South of Scotland Regional Economic Partnership

'We will be a region of opportunity and innovation - where natural capital drives green growth, ambition and quality of life rivals the best in the UK, communities are empowered and cultural identity is cherished, enabling those already here to thrive and attracting a new generation to live, work, visit, learn and invest in the South of Scotland'

'The coastal economy at Eyemouth is important to the local area. There has been a change in context at Eyemouth over recent years in that there is now the opportunity for the town to offer a key location for emerging offshore renewable energy projects'

2024 SCOTTISH BORDERS COUNCIL LOCAL DEVELOPMENT PLAN

Green Industrial Strategy

'Maximising Scotland's wind economy: making the most of our natural resources and established onshore and offshore wind sectors; building on our first-mover advantage in floating offshore wind to generate clean electricity for domestic use and export; participating in global supply chains as well as expanding our domestic supply chain capacity and seizing opportunities across the offshore wind supply chain, from infrastructure to manufacturing; and positioning Scotland as a leader in material circularity of wind turbines and components'

FISHER

Outline requirements

A series of outline requirements have been defined. These represent what the masterplan should facilitate in light of the foundation findings, with a view to achieving EHT's Mission:

EHT Mission

To maintain, preserve and improve Eyemouth Harbour for the benefit of the stakeholders and the local community, while creating an important socio-economic legacy for East Berwickshire

Infrastructure
Reduce impact of weather and waves on existing Harbour
Safeguard and enhance existing Harbour infrastructure
Reduce impacts associated with erosion and flooding
Provide multi-use infrastructure to enable existing and future business
Expedite take up of industrial and harbour-related land in Eyemouth
Commercial positioning
Facilitate growth in offshore wind
Safeguard and futureproof fishing activity
Foster growth in marine leisure
Make Eyemouth an attractive cruise destination
Enable Eyemouth to compete for cargo trade
Enable growth in boat repair sector
Enable supply chain, training and skills development
Enabling infrastructure / socio-economic agenda
Expedite Eyemouth as centre for innovation and research
Support local and regional tourism
Enhance waterfront regeneration and visual amenity
Contribute to transition to net zero
Act as catalyst for enabling infrastructure

3. MASTERPLAN PROPOSALS

Overview

The masterplan comprises proposals that will improve the capacity, efficiency and effectiveness of Eyemouth Harbour.

These proposals have been selected following an assessment of numerous options. Appendix A provides an overview of the process involved. In summary this comprised:

- Long list of options and ideas.
- Appraisal process including initial sifting of options against basic technical and remit criteria.
- Appraisal of the remainder against criteria including Outline Requirements, 'implementability', and policy fit.
- Short list of potential packages followed by a further assessment to determine the Preferred Proposals taken forward in the masterplan.

A description of each proposal is provided along with an illustration of what the costs and impacts might be.

Through the process several non-operational proposals have been identified. These are either enabling measures or are relevant and aligned with EHT activities. These would be delivered by other entities with support from EHT.

These proposals will be developed in more detail during the next stage of design. Comments from the Community Consultation on technical aspects will be taken on board during this process.

Summary of proposals

- 3.2 Eyemouth Harbour Extension
- 3.3 Existing Harbour Improvement Programme
  - Working with the fishing industry
  - Dredging in the Inner Harbour
  - Additional pontoons and yacht moorings
  - Sluice gate reparation / replacement
  - Maintenance programme for existing Harbour
  - Harbour Building improvement plan
- 3.4 Green Port Strategy
- 3.5 Smart Port Strategy
- 3.6 Non-Operational Proposals

Eyemouth Harbour Extension

This proposal comprises the construction of a new multi-purpose harbour facility:

- Approximately two hectares of working area behind 288m of quay and water depth of 10m below Chart Datum.
- Additional ~450m of berthing along a breakwater extending out across the Hurkars.
- Additional protection for the existing Harbour.
- Minimum load bearing capacity at quayside of 10t/m^2 .
- Heavy lift area capacity of 20t/m^2 over a 2,100m^2 footprint on the quayside.
- Shore power (1MW – 1.5MW minimum provision per berth). Further work will be required to determine existing and future grid capacity, as well as number of berths.

The breakwater would be designed to provide significant protection to the newly created infrastructure and existing Harbour, from predominantly north and north easterly winds. It would be constructed with a flat inner face to provide quay space, e.g. concrete caisson type or similar. The design of the project will consider opportunities for innovation and inclusion of renewable technologies.

A Hurkars Memorial could be built into the design, with input from the wider Eyemouth and fishing community.

With additional land available, more quays and deeper water berthing, Eyemouth Harbour would be able to futureproof existing business and attract more in the future. As mentioned previously, a balance will be struck between growth and enabling Eyemouth to maintain its charm as a bustling town and harbour.

Multi-purpose quayside infrastructure

Eyemouth: East Coast Hub for Offshore Wind
Eyemouth is well-placed to attract another O&M operation as other offshore wind farms are developed within a suitable vicinity, and other activities in the sector

Borders Maritime Hub
A new port location in Scotland for handling cargoes, with opportunity to capitalise on growth in short sea shipping: potential hub for onshore wind component delivery

Futureproofing fishing
Larger fishing boats will be able to land at Eyemouth and there will be more land available so that fishing can be sustained for the future

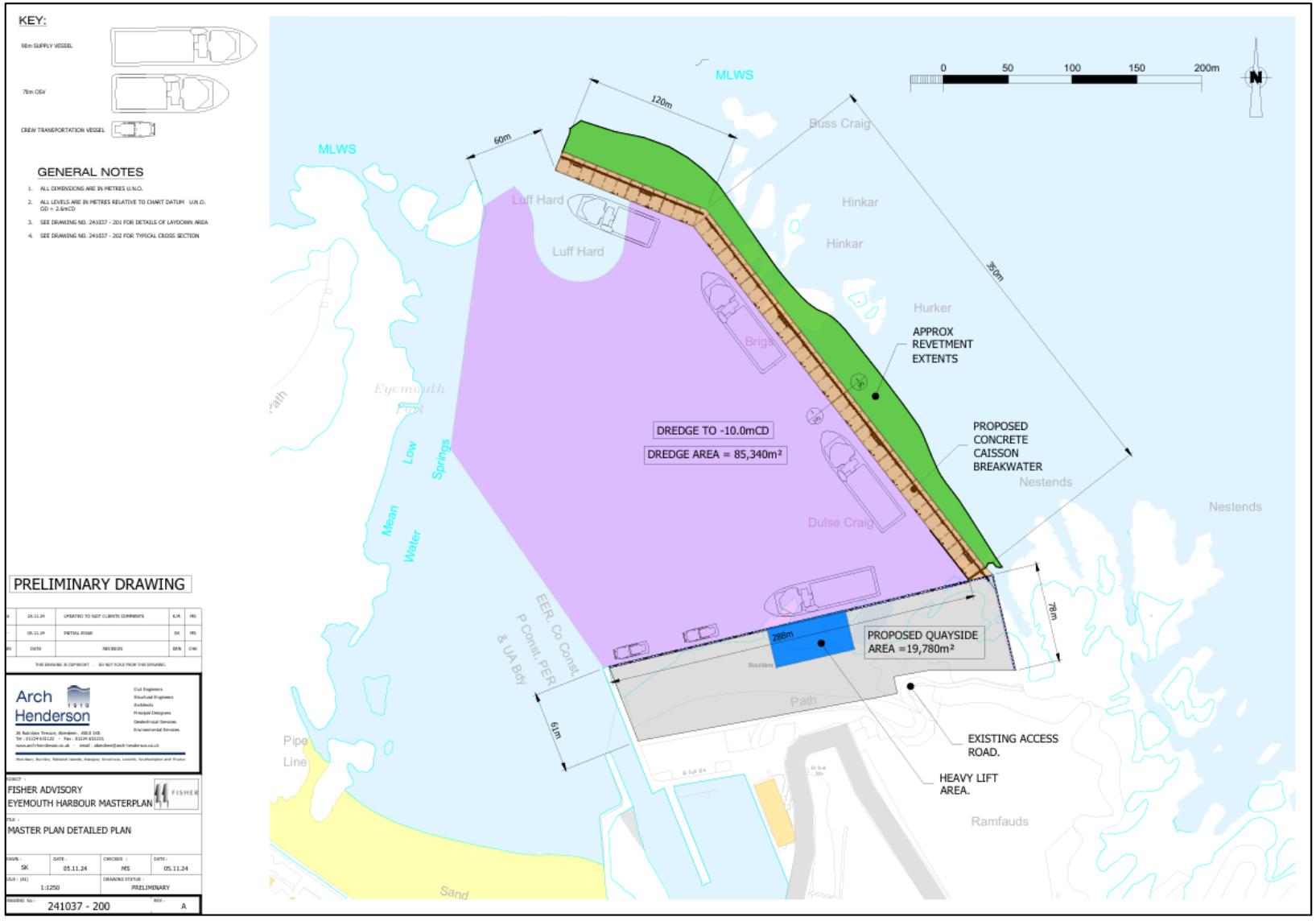
First Scottish Port of Call for Cruise
A new itinerary option for cruise lines and an opportunity for Eyemouth to develop its tourism offer for cruise

Other Opportunities
Potential for boatyard operation relocation with new land area created, as well as other sectoral developments

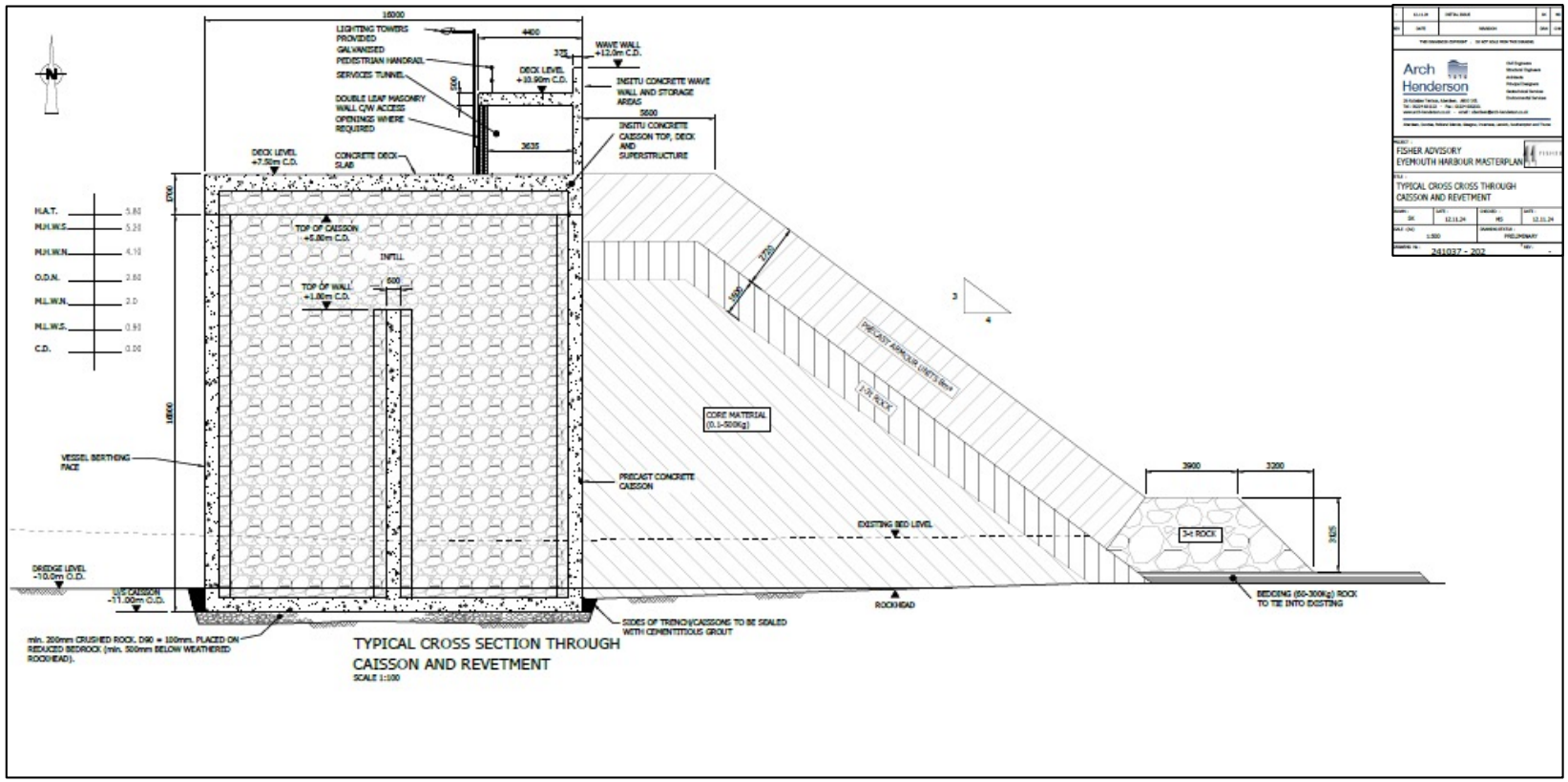
Catalytic Effect
Project will expedite uptake of industrial land and investment in town infrastructure, housing and skills

Eyemouth Harbour Extension: conceptual plan

This Conceptual Plan is illustrative. The final design and alignment may be different, depending on ground investigations, modelling and environmental impact analysis.



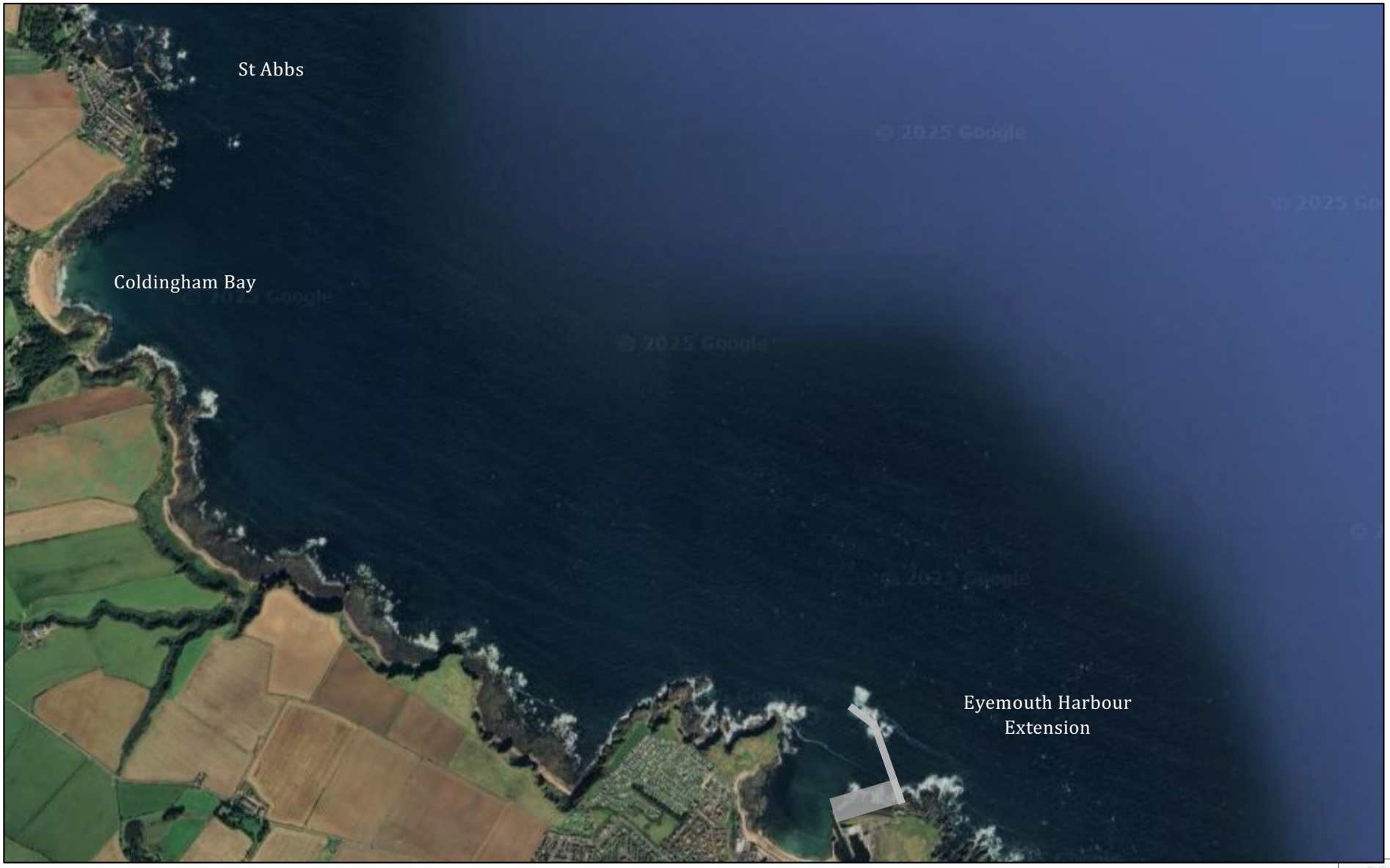
Eyemouth Harbour Extension



- The 'Caisson Structure' comprises 'hollow' precast concrete caisson units that would be cast off-site and floated into position, then lowered into the water; once sited they are filled with mass rock fill to add weight. The 'Caisson Deck' comprises reinforced concrete which is poured in-situ. The deck slab is circa 700mm deep and considered to be at a level of 7.5m above Chart Datum. The usable deck width is circa 11.6m to allow sufficient working area to load / unload vessels alongside.
- A wave wall would be provided to the east side of the caisson to defend against wave over-topping. The wall would form the east side of a services tunnel that accommodates any services required along the structure (e.g. utilities, fuel). The tunnel would have a width of circa 3.6m and height of 2.9m. The roof of the tunnel would be designed to act as a pedestrian walkway.
- An 'Accropode Revetment' would be provided to the outer east face of the structure, to dissipate wave energy. This type of revetment has a steeper gradient than traditional rock revetment, thus a smaller footprint.

Eyemouth Harbour Extension: location in context

This aerial shows the Eyemouth Harbour Extension within the wider local area.



Working with the fishing industry

Engagement with fishing industry stakeholders will be taken forward, focusing on what needs to be done – and what Eyemouth Harbour can do – for the future of fishing.

This could be, for example, the formation of a working group bringing together representatives of SOSE, SBC, EHT and fishing / processing industry to consider in depth the future of the industry, innovation, new markets, infrastructure and funding as part of the collaboration.

Source: Eyemouth Harbour Trust.

Dredging in the Inner Harbour

A maintenance dredge will be carried out in 2025, which will take the Inner Harbour seabed level to its maximum depth.

Feasibility will be conducted to ascertain the impact on Harbour walls with regards to undertaking a capital dredge to reach 2.5m / 3m below Chart Datum. This will involve a review of existing record drawings to confirm the structural make-up of the walls. Following review, a numerical assessment of the wall capacity / stability can be undertaken. Should the assessment show that the walls can accommodate a lower bed level alongside in their current state, then no further works will be necessary; should the assessment show otherwise, then additional design and construction works would be required to either strengthen or stabilise the walls at the lower bed level.

Additional pontoons

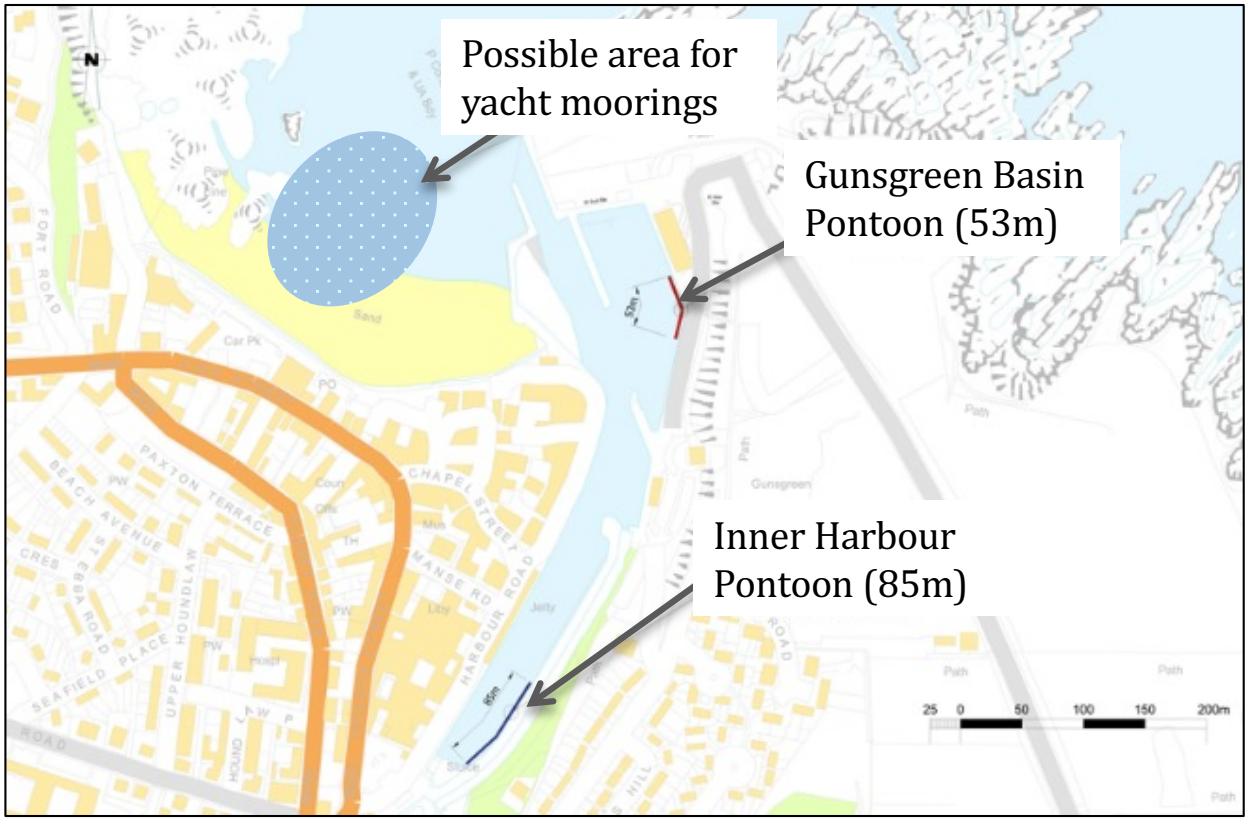
Fishing, leisure and offshore wind craft generally prefer to utilise pontoons (rather than a quay wall) for ease of use and safety. Additional multi-use pontoons will be added in the Inner Harbour and at Gunsgreen Basin – see below.

These proposals will be discussed with Harbour users and at the same time consideration will be given to where larger fishing boats can land alongside the quay.

Yacht moorings

Up to eight mooring buoys could be located in the bay beyond Eyemouth Beach. Visiting leisure craft will be able to overnight here, and there could be potential for fishing boats to moor temporarily to deal with prawns before entering the Harbour.

The next stage of proposal development will consider whether yacht moorings are feasible.



Marine leisure

When a viable design for the Eyemouth Harbour Extension has been confirmed, there can be further consideration of marine leisure enhancements: for example, expanding the marina concept within the existing Harbour along with associated facilities.

Proposals to support other marine leisure activities such as diving, watersports and sail training could also be considered, in response to Community Consultation feedback.

Sluice gate reparation or replacement

The sluice gate is located at the innermost end of the Inner Harbour and plays a key role in the management of river water. The sluice gates divert water and debris from entering the Inner Harbour when closed, but when open can help flush out sediment.

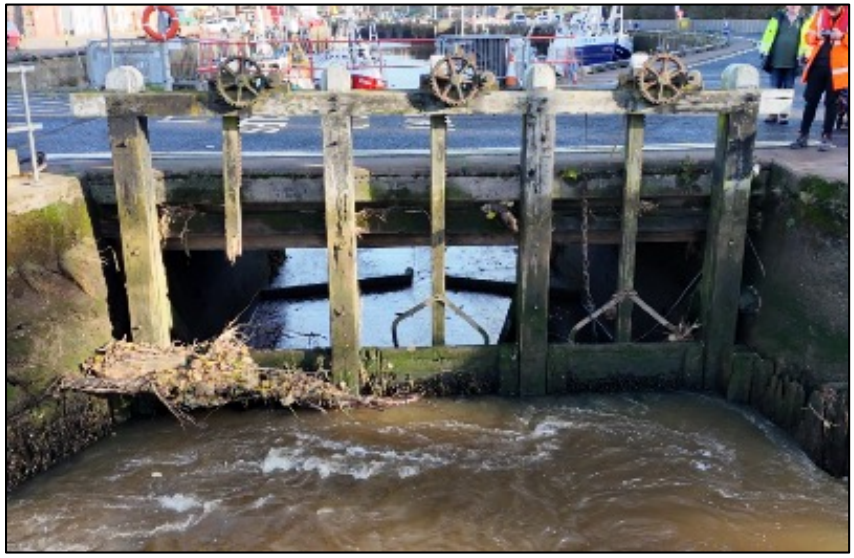
An inspection in 2019 reported that the sluice gates were in poor condition: timber work ageing and degraded; winding mechanisms deteriorated; gates while intact in need of remediation; steel plate elements partially bent and no longer providing the stability they were intended for.

A further inspection is required to determine current condition and the extent of any remedial works required. Following confirmation of the condition, and assuming it is in a repairable state (i.e. if it is cost effective to repair rather than replace) then it may either be repaired in-situ or removed and repaired off-site:

- Removal of mechanisms (winding etc.) to allow them to be taken off-site for refurbishment.
- Removal and replacement of defective timber sections.
- Cutting out / replacing defective concrete.
- Reinstatement of refurbished mechanisms.
- Testing / commissioning of refurbished gate.

Should the gate be removed for refurbishment off-site, temporary works will still be required to allow the gate to be removed, and to manage river flow in the absence of the gate.

Sluice gate



Source: Eyemouth Harbour Trust.

Maintenance programme for existing Harbour

A detailed baseline of infrastructure condition will be established in 2025. Thereafter an ongoing programme for inspection and maintenance for the existing Harbour infrastructure will be implemented.

This will comprise a general maintenance inspection of structures above the water every two years as well as a principal maintenance inspection every six years including inspection below the water.

Areas of quay wall will require further close inspection to determine condition and to inform any potential remedial work that may be required.

Harbour Building improvement plan

The Harbour Building is an important asset within the Harbour. The main office is located here, and the ice machine is housed within part of the building, as are facilities for marine visitors. Several offices are leased to external parties realising an important revenue stream. The building is 25 years old. Given its current condition and suitability, consideration is needed regarding its future. Potential options include:

- Relocate ice plant (into external containers delivering six tonnes in 24 hours) and create more office / leasing space within existing building (planning permission is in place to create additional office space within the footprint of the current ice plant area).
- Improve structure (e.g. address current structural issues) and efficiency of existing building.
- Consider alternative suitable locations for a Harbour Building.
- Address parking requirement and issues as business grows, potentially incorporating into a Travel Plan.

Given its prime location at the quayside there could be future opportunities to consider alternative uses for the building, and with related investment move Harbour operations elsewhere.

It should be noted that the construction of a new Harbour Building would be in the medium to long term; and not likely before 2035.

Green Port Strategy

Eyemouth Harbour will develop a Green Port Strategy that sets out key themes and actions that demonstrate the need for decarbonisation and transition to net zero.

The 'green port' concept is about reducing carbon footprint, improving energy efficiency and promoting clean technologies. This aligns with the broader UK and Scottish Government commitments for transition to net zero, as well as the strategic intent across the South of Scotland with SOSE's Net Zero Accelerator Fund (NZAF), which supports innovative solutions and technologies brought forward by South of Scotland businesses and organisations – a potential source of funding towards this proposal too. The Strategy will consider the following elements:

Governance	•Review / improve policies, carbon footprint and impact
Pollution prevention	•Air quality, water quality, spill control
Biodiversity	•Invasive species, conservation and ecosystem protection
Energy efficiency	•Renewables, energy optimisation
Decarbonisation	•Electrification, shore power, future fuels
Waste and water management	•Waste management, reduction and recycling
Climate and resilience	•Climate adaptation and climate risks

Potential actions

- Develop Communications Plan to build relationships with research institutions, Government departments, other ports and organisations to become involved in research and innovation projects.
- Develop Monitoring Framework to provide evidence of transition to net zero.
- Consider options for renewable energy to power heating systems, port machinery or vehicles.
- Consider opportunities relating to future fuels for internal / external use.
- Consider increasing the provision of shore power.
- Design new facilities to minimise environmental impacts: energy efficient designs, eco-friendly materials, biodiversity measures.
- Enhanced waste and water management systems to reduce pollution.
- Waste reduction and community wealth building through sustainable supply chain choices and recycling initiatives.
- Air quality and noise reduction measures.
- Smart technologies that lead to lower emissions.
- Green travel planning for staff and Harbour users to promote active travel, reduce car use where possible, etc.

Smart Port Strategy

Digitisation and technologies are developing at speed; it is imperative that Eyemouth Harbour keeps up so as to remain competitive and efficient.

There is a regional ambition for the South of Scotland to become a 'Smart, Green Infrastructure Region' and be at the forefront of sustainable digital and data led innovation and sustainable infrastructure development.

As highlighted in the DfT's roadmap, there is still limited clarity on how UK ports can embrace this new paradigm. Nonetheless there is an opportunity for all ports to consider how they can make their operations 'smarter', with a view to embracing digitisation and making the most of available technologies.

Infrastructure condition monitoring at Shoreham Port: an AI platform is being developed to identify defects in port infrastructure. With video camera and drone technology large functional areas of the port can be routinely monitored quickly and safely. The toolkit is being expanded to incorporate quay walls and other structures.
(Source: Shoreham.pdf).

Digital Transformation at Port of Montrose: manual port operations were replaced by a cloud based digital system; e.g. back-office functions, port call operations and port community engagement – with the intention of enhancing decision-making and driving increased revenue, efficiency and sustainability, for example through reducing standby time and related fuel emissions.
(Source: https://inside.oceanologyinternational.com/wp-content/uploads/2020/08/Marlin-Smart-Port-Case-Study.pdf).

Potential actions

EHT will work with SOSE and others to formulate a Smart Port Strategy:

- Learning what works well in other ports around the UK could form a starting point for this strategy, supported by engaging with ports, Government departments and academic institutions.
- Collaboration with offshore wind and renewable energy developers is also pertinent, given the increasing demand for smart technologies to support O&M activities in offshore wind and energy transition in the context of synthetic fuel production and logistics.
- A review of all internal systems to ascertain whether alternative, smarter technologies might be possible which in turn would increase efficiency of the business (for example, CCTV, marketing, invoicing, accounts and monitoring, as well as vessel administration and other activities).
- Enhancing connectivity and 5G provision for port users, as well as other digital technologies.
- Promote Eyemouth as a potential candidate and suitable location for further innovation and research. Eyemouth has the necessary infrastructure in place to support drone innovation and operation; the Harbour could be a suitable base and trial centre for autonomous vessels; and a base for Green Data Centre development in the region – the latter is attracting major interest from Tier 1 Tech companies and computing developers.

Non-operational proposals

Further non-operational proposals have been identified that are closely aligned with the Harbour's masterplan: some of these are crucial for Eyemouth and to enable future growth at the Harbour. Some aspects of these proposals could be delivered by EHT though more likely by others such as SBC and/or SOSE. Some proposals may be taken forward in Eyemouth's Place Plan. See Appendix B for more detail.

Transport and accessibility enhancements	• Adequate parking for Harbour-related activities coupled with other measures to reduce car usage. • Measures to support active travel particularly for employees and visitors. • Increased rail services to and from Reston and better connections with Eyemouth. • Improvements elsewhere on the network that will benefit access to and from the Harbour.
Programme for skills, qualifications, training	• Partnership working between employers, schools, academic institutions and public sector. • Establish resource to lead collaboration and implementation.
Hinterland development strategy	• Ensure that sufficient development land is earmarked for long-term needs of Eyemouth Harbour and that public agencies enable employment land by exploring potential to work in partnership with private developers to deliver strategic sites. • Development of land to support offshore wind / other industrial uses. • Expedite investment and construction of new housing and hotel accommodation.
Marine and Renewable Innovation Centre of Excellence	• Eyemouth ideal location to set up Centre of Excellence. • Establish resource to lead collaboration and implementation.
Enhancing Eyemouth's waterfront	• Enhance cross-river signage and walkway markings to encourage footfall across river. • Waterfront property enhancement fund / Review and develop vacant / derelict properties. • Develop wider town centre strategy for transport and active travel.
Eyemouth Beach and flood prevention	• Improve attractiveness and visual amenity around Beach area / improve access to Beach. • Repair / enhance Bantry / slips, potentially part of a suite of flood risk management measures. • Investigate potential re-introduction of groynes or similar to retain sand so as to reduce wave overtopping and flood risk. • Further assessment of flood risk management measures around Harbour Road and Eye Water. • Development of a Coastal Change Adaptation Plan for the Berwickshire Coast.

High level costs: Eyemouth Harbour Extension

Indicative costs have been calculated for each of the masterplan proposals.

These are high level in nature, drawn from desk-based assumptions and experience of projects elsewhere.

It is estimated that the Eyemouth Harbour Extension could cost £180 million (excluding Optimism Bias).

Optimism Bias (OB) of 44% has been applied on the basis that this proposal is a standard civil engineering project. Although large scale the design is relatively standard.

The level of OB is envisaged to reduce over time as greater certainty regarding the costs is achieved. No OB has been applied to elements where there is a higher level of certainty in costs.

Eyemouth Harbour Extension: indicative capital cost

Project component	Cost	OB	Total (£m)
Caisson construction	17.00	7.48	24.48
Dredging	60.00	26.40	86.40
Quay / breakwater	60.00	26.40	86.40
Quayside area	30.00	13.20	43.20
Land acquisition	0.75	-	0.75
Shore power	1.25	-	1.25
Engineering fees	8.50	-	8.50
Feasibility	2.31	-	2.31
Total (£ millions)	**179.81**	**73.48**	**253.29**

High level costs: other masterplan proposals

Estimated costs for other masterplan proposals have been based on benchmarking other projects, discussion with EHT staff and Arch Henderson experience, analysis and assumptions. These are very much indicative and will be developed further as each proposal is defined in more detail. Where possible a revenue cost has been included.

Proposals	Capital	Revenue	Assumptions
Sluice Gate	£750k	-	Broad estimates to be revised once further inspection is carried out. Indicative cost for reparation / replacement.
Pontoons	£1.1m	-	Based on pontoon installation costs at other marinas. Assumes piling is required.
Dredging Inner Harbour	£850k	-	Based on circa 12,000m^2 Inner Harbour area, 2m average dredge depth, plus disposal and allowance for mob / demob.
Maintenance Programme	£65k one-off repair	£14k	Average cost per year over 30-year period: • General maintenance inspection (£17.5k every two years). • Principal maintenance inspection (£31.0k every six years). • Inspection and reparation of quay wall with known defects (£65k).
Harbour Building	£200k	-	Allowance to cover refurbishment of space above the ice plant.
Ice Machine	£20k	-	Based on cost of ice machines at other ports around Scotland.
Yacht Moorings	£40k	-	Based on estimated cost of £5,000 per mooring.
Fishing Working Group	-	-	Development of a Working Group should not bear any significant cost. Other measures proposed here will benefit the sector including additional pontoons and new berthing space and land area.
Green Port Strategy	£100k	£45k	Resource to develop strategy (£15k per annum over three years); £100k allocated towards green travel plan; enhanced waste management system and investment in other green initiatives.
Smart Port Strategy	£100k	£45k	Resource to develop strategy (£15k per annum over three years); £100k towards implementation of new systems, research projects and connectivity.

4. ECONOMIC IMPACTS

Economic baseline

Economic output in the South of Scotland is lagging behind other regions and reflects the types of employment and occupations that economic sectors are providing in the region. Implementation of the Eyemouth Harbour Masterplan could play a key role in reducing this gap.

Scottish Borders and neighbouring East Lothian are among the most deprived regions in Scotland. In terms of Gross Domestic Product (GDP) per capita in 2022 they ranked 24th and 28th lowest out of 32 local authorities. Furthermore, the Scottish Borders region has been in relative decline: in 1998 the region was ranked 15th in terms of GDP per capita.

Eyemouth Harbour is a key employer and economic driver for the town and region, supporting many jobs across a wide range of sectors. Its transformation would play a key role in ensuring the future sustainability and wealth of the local community through:

- Safeguarding and creation of new and high value-added employment opportunities, for the local community but also bringing in new people.
- Expanding the supply chain, coupled with growing skills, expertise and innovation.
- Stimulating and expediting investment in housing and transport infrastructure and services.
- Expedition of land development.

Summary of potential impacts based on initial analysis

Offshore wind

- Additional local Gross Value Added (GVA) of perhaps £20 million per annum

Fisheries

- Safeguards 69 FTE fishing jobs and GVA of £4.7 million per annum

Cruise

- Impact in local economy of £217,000 in GVA per annum

Marine leisure

- Additional local spend of £100,000 per annum

Onshore wind

- Reduction in accompanied heavy loads on roads

Offshore wind

Over the 25-year lifespan of the NNG O&M base around 50 FTE high quality jobs will be created and based in Eyemouth according to NNG. During the construction phase there has been considerable supply chain activity with at least a further 50 people employed; it is envisaged that supply chain activity will continue once the offshore wind farm becomes operational though the nature of activities will change.

With new infrastructure in place the Harbour could support two additional O&M bases: potentially Berwick Bank, and later a farm in the UK8N zone, which are substantially larger. Rough estimates suggest these could result in circa 500 direct employees, and there would be substantially more indirect jobs.

Assuming that there were circa 200 FTE jobs based in Eyemouth and the near vicinity, then this implies a local GVA of circa £20 million per annum.

Fishing

The investment will create new space for larger fishing boats to land fish. There could be more berthing space available too. The Inner Harbour will also be safer and more efficient.

With a higher level of engagement, a plan should emerge focused on actions to safeguard and develop a sustainable path for the future of fishing.

The Inner Harbour development could then help safeguard the estimated 69 FTE fishing jobs and contribute to sustainability of employment in processing in the town. The Harbour then safeguards directly around £4.7 million of GVA per year.

Cruise

The Harbour development could attract cruise calls, with a focus on small to medium-sized vessels with a capacity for circa 317 to 685 passengers. Given the attraction of Eyemouth and surrounding areas, it should prove to be a popular port of call, particularly for "expedition" cruises, and it is assumed that the Harbour could attract up to 30 cruise calls per year.

Furthermore, based on average spending levels, the passengers and crew coming ashore could add up to £217,000 of GVA to the local economy.

Marine leisure

The additional pontoons will support more visiting yachts as well as fishing boats. It is estimated that the additional pontoons could accommodate up to nine yachts.

Furthermore, there could be an additional spend in the local economy of up £100,000 per year if most of the pontoons are used by visiting yachts and new local boat owners.

Onshore wind

Eyemouth is well-placed to support onshore wind developments in eastern Scottish Borders, East Lothian and north Northumberland.

Within 30 miles of Eyemouth there are 140 operational wind turbines which will need repowering in the next 15 years, and a further 81 turbines submitted for development in Scotland alone. In addition, wind farm developments in Northumberland are expected to accelerate following the end of the planning moratorium in England.

Using Eyemouth for importing and marshalling large wind farm components, avoids numerous lengthy heavy loads being trucked from for example Grangemouth or further afield.

Assuming Eyemouth captures half of the potential onshore wind farm market within 30 miles, cargo traffic through the Harbour would increase by over 10,000 tonnes per year (5,500 tonnes of components per year for new farm developments and a further 4,760 tonnes per year for repowering and refurbishment).

In addition to reducing costs for developers, using Eyemouth would halve road transport journeys for around 350 accompanied heavy loads per year, with a saving of 11,500 miles per year. This has not been included in the benefit assessment at this stage. It would also have a beneficial impact on carbon emissions.

Other cargo traffic

With the new Harbour development there would be potential to generate a wide range of new cargo traffic, focusing on dry bulks, including grains, fertilisers, timber, etc.

The geographical focus would be on dry bulks traffic to / from eastern Scottish Borders, East Lothian and Northumberland.

A key product to target would be fertiliser. Scotland currently imports around 40,000 tonnes of fertiliser each year, with an estimated 2,000 tonnes going to farms whose nearest port is Eyemouth. With similar volumes used in farms in Northumberland, there would be potential for imports upward of 4,000 tonnes per year.

Shipping through Eyemouth would reduce road traffic and costs to farmers, diverting shipments from Forth Ports and Port of Tyne. This would also have an impact on reducing carbon emissions.

5. ENVIRONMENTAL CONSIDERATIONS

Environmental considerations

Consideration of environmental issues is at the core of masterplan development, and will be an integral part of developing masterplan proposals further.

As the proposals progress, the potential environmental impacts will be investigated and assessed, generally through the environmental impact assessment process.

An initial step is identifying any relevant existing environmental and conservation designations. There are many protected areas throughout Scotland. These have been defined so as to ensure the protection of the most vulnerable species and habitats. Those and other key environmental considerations in proximity to Eyemouth Harbour which are most relevant to the masterplan are highlighted in this section.

Another important element is engagement and consultation with a) statutory authorities such as NatureScot, Historic Environment Scotland (HES) and the Scottish Environment Protection Agency (SEPA); b) key stakeholders within the community involved in the management of protected areas; and c) the wider community.

Given the level of concern and questions raised during the Community Consultation regarding environmental factors, a comprehensive and continuous programme of stakeholder communication will be planned.

2024
SCOTTISH BORDERS COUNCIL
LOCAL DEVELOPMENT PLAN

'There are 43 Conservation Areas and over four thousand Listed Buildings within the Scottish Borders region, and appropriate policy tests must ensure that any proposals preserve or enhance the special architectural or historic character and appearance of these built environment designations'

In Eyemouth the Berwickshire Marine Reserve, designated in 1984, is the only voluntary marine reserve in Scotland, extending along 9km of the Berwickshire coastline, notable for its rich marine biodiversity, home to soft corals, sea caves, rocky reefs and kelp forests

Berwickshire MARINE RESERVE
Scotland's first voluntary marine reserve

Berwickshire & Northumberland
Marine Nature Partnership

The Berwickshire and Northumberland Marine Nature Partnership is a collaboration of almost 30 organisations who work together to manage marine protected areas along the Berwickshire and Northumberland coastline

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Scoping the potential impacts

An early stage of the Environmental Impact Assessment is 'scoping' the potential impacts. These are then assessed to ascertain their significance and to what extent they can be mitigated. Potential impacts include:

Visual impact

The construction of the Eyemouth Harbour Extension is likely to comprise at least one breakwater structure. Based on the proposed location there is likely to be a visual impact, with views from the Beach and town changed. This was raised as a significant issue during the Community Consultation. Once a feasible design has been concluded a Landscape and Visual Impact Assessment will be conducted, comprising photomontages from a range of vantage points.

Noise and light pollution

While avoidance of "over-industrialisation" is also noted, there will be concern over noise and light impact particularly at night-time. There may be assessments of future noise levels associated with different activities and measurement of light pollution. In other ports mitigation policies are in place such as noise management and down-facing lighting.

Sand, sediment and erosion

There is already much concern regarding erosion of the surrounding area and movement of sand at Eyemouth Beach. The potential impact of new infrastructure is unknown and could be positive or negative. This will be identified through modelling of waves and sedimentation.

Impacts on the marine environment

The scoping of potential impacts on the marine environment will consider many aspects both during construction and operation. For example, disturbance to marine mammals and cetaceans relating to vessel movements and noise, impacts associated with dredging, and the loss of habitat.

There will be many more impacts considered in the Environmental Impact Assessment

The Berwickshire Marine Reserve is Scotland's only Voluntary Marine Reserve, founded by the community, key stakeholders and marine conservationists for the community. EHT is keen to work in partnership with the Reserve in order that work carried out during the Environmental Impact Assessment can be adequately scrutinised.

Environmental designations and protected sites

The **Berwickshire and North Northumberland Coast Special Area of Conservation (SAC)** is an extensive and diverse stretch of coastline from Northumberland to past St Abb's Head. Key habitats comprise shallow inlets and bays, intertidal mudflats and sandflats, reefs and sea caves – regarded as some of the best examples in the UK. Qualifying species include grey seal.

The **Berwickshire Coast (intertidal) Site of Specific Scientific Interest (SSSI)** extends almost the entire length of the Berwickshire Coast from the border to northwest of St Abb's Head. It is notified for its outstanding rocky reef habitats and submerged sea caves – these features are of international importance. The Hurkars are located within this SSSI as is the rocky coastline to the south of Eyemouth Harbour.

The **Burnmouth Coast Site of Specific Scientific Interest (SSSI)** comprises an 8km continuous section along the sea cliffs and foreshore of the Berwickshire Coast. The site is centred on the village of Burnmouth, extending north of the village to the headland near the entrance to Eyemouth Harbour, and south to the border.

The **Berwickshire Coast Special Landscape Area (SLA)** is one of nine in the region, comprising the rocky coastline including around Eyemouth: Eyemouth has considerable scenic attraction with its coastal location and dramatic headlands. The Berwickshire Coastal Path stretches 48km from Cockburnspath via Eyemouth to Berwick.

The Berwickshire Coast is noted for its geological interest particularly around Eyemouth, Eyemouth Fort and Siccar Point where two ancient rock forms: Silurian greywacke (which formed on the seabed 440 million years ago) and Devonian Old Red Sandstone (345 million years old) visibly meet.

The group of Hurkar Rocks outside the Harbour are of great significance and sentiment to the community. During the Eyemouth Disaster of 1881 many local fishermen lost their lives as their boats were wrecked upon these rocks during a storm.

Eyemouth Conservation Area

The Conservation Area in Eyemouth includes the entire town centre, the Harbour and part of the coast. The Conservation Area retains many of the distinctive townscape characteristics that are only found within a Scottish coastal town such as Eyemouth. There are 64 listed properties, one of which is Gunsgreen House, which is a Category A property.

The Harbour is 'essential to the character of the place'.

This is reflected in the outcomes of stakeholder engagement whereby the community values the ambience of the town, its 'working, bustling harbour' vibe. Given its status as a Conservation Area 'any new development must aim to contribute to the existing character of the Conservation Area'.

Consideration will need to be given as to the potential impact of proposals located within the Conservation Area, as well as impacts *on* the Conservation Area in terms of visual amenity and ambience. It is proposed that regular engagement with the appropriate local authority departments and other stakeholders, such as Gunsgreen House Trust, is undertaken during the development of masterplan proposals.

Gunsgreen House

Gunsgreen House (Category A) and its associated Dovecote (Category B) are important heritage assets within the Conservation Area.

The House is managed by Gunsgreen House Trust and is known for its architecture and heritage, set high on a buttressed bastion overlooking the Harbour and town. The 'setting' of the House is regarded as key to its viability not only as a heritage asset but as a tourist attraction too.

Consideration will be given to the potential impacts on Gunsgreen House, its setting and visual amenity, particularly in relation to the proposal for new marine infrastructure and the nature of future activities at Eyemouth Harbour.

Source: www.gunsgreenhouse.org

Scheduled Monuments

There are more than 20,000 known historic environment assets in the Scottish Borders area, but only a small number are designated.

Three scheduled monuments in proximity to Eyemouth Harbour have been identified: Eyemouth Fort, the Corn Fort and Netherbyres.

Eyemouth Fort is the most relevant given its proximity to Eyemouth Harbour and position on the coast – the Corn Fort is located to the north of Eyemouth Fort.

The site comprises remains of a monumental fort built by the English in the 1540s. It played a very important role in the relationships between Scotland, England and France during a turbulent period of European history. The surviving earthworks and buried archaeology are suffering from erosion due to waves undermining the soft cliffs along the south side of the promontory. (www.scapetrust.org)

Understanding the potential impacts associated with the construction of a new breakwater will be a key next step in the development of masterplan proposals – the ideal outcome would be a positive one, with the new infrastructure providing sufficient protection to reduce or stop erosion of the site.

Eyemouth Fort

Source: www.scapetrust.org

6. IMPLEMENTATION

Project plan

There is an urgent need for Scotland and the UK to provide sufficient port infrastructure to accommodate offshore wind. If this doesn't happen Scotland could potentially lose out to counterpart countries on mainland Europe. With this in mind Eyemouth Harbour is keen to expedite implementation of its masterplan proposals, and to work with Government bodies and agencies to develop an agile approach to feasibility, design and implementation of the Eyemouth Harbour Extension in particular.

Key steps are summarised right. Making the working assumption that two summers will be adequate for construction, the earliest realistic operational date is thus some time in 2031. There will inevitably be changes to this timeline due to funding availability for each activity, and risk appetite.

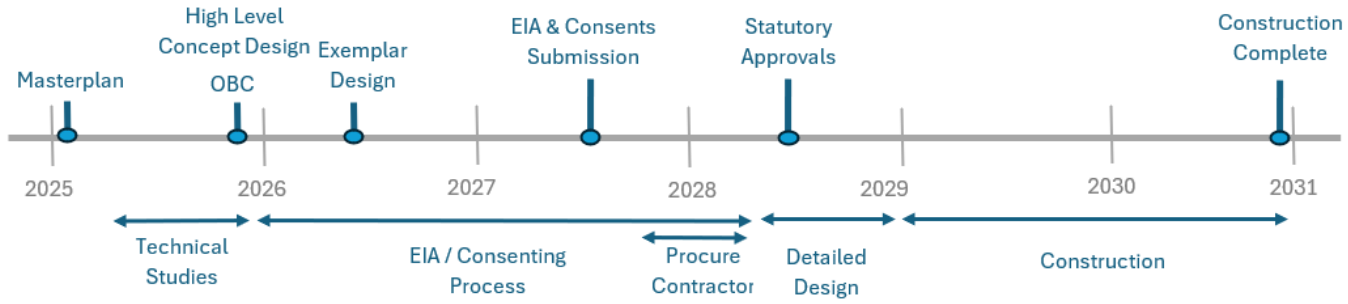
There will be a need to identify and fund resources to implement a major development project. In cash terms this is likely to be in the range of £8m to £10m. This will include funding for people resources to deliver the masterplan. More detail will be considered at Outline Business Case stage.

Illustrative timetable (for extended harbour)

Activity		Start	End
Outline Business Case		Q2 25	Q4 25
Technical Phase 1	Technical Studies *	Q2 25	Q4 25
	Concept Design	Q4 25	Q4 25
Environment / Legal	SEA / HRA / EIA	Q1 26	Q3 27
	Consents / Licensing submissions **	Q3 27	Q1 28
Technical Phase 2	Technical Feasibility ***	Q1 26	Q2 26
	Ground Investigations	Q2 27	Q3 27
Technical Phase 3	Procure Contractor	Q4 27	Q1 28
	Detailed Design	Q2 28	Q4 28
	Construction	Q1 29	Q4 30

** Includes: bathymetric survey; wave and sedimentation study; scheme reconfirmation.*
*** EIA; Harbour Revision Order (HRO); planning, etc.*
**** technical methods and costs reappraisal; exemplar design.*

Illustrative Timeline



Key steps

Following publication of the final masterplan Eyemouth Harbour will progress implementation of the masterplan proposals. Key activities:

Initial technical studies and surveys	A joint study will be delivered by SBC and EHT to model wave and sedimentation impacts with / without the new Eyemouth Harbour Extension. These analyses will deliver concept design for the Eyemouth Harbour Extension as well as scope for next stages of technical and environmental work.
Outline Business Case	Sets out clear financial and economic impacts associated with each proposal, as well as what the funding gaps might be. This is pivotal in securing funding to progress the masterplan proposals.
Environmental / Legal	Development of an SEA and HRA in relation to the masterplan and a Scoping Opinion, which sets out the proposed areas to be covered in the EIA. An EIA will be submitted along with all other consenting requirements (e.g. licenses, planning application, HRO).
Technical Feasibility	Development of the design, with further investigations and technical studies. An updated scheme design will be produced along with revised costs.
PR / Communication	Extensive stakeholder engagement as part of the EIA process; in addition, a PR advisor will be procured to develop and implement a stakeholder engagement strategy.
Procurement/ Construction	A procurement strategy will be prepared and a suitable procurement route identified. It is assumed that the Contractor will undertake detailed design alongside any further technical studies and site investigations prior to construction.
Project Management / Governance	An appropriate delivery structure will be agreed alongside roles and responsibilities. A Project Manager will play a key role in ensuring actions are progressed.

Initial technical studies / surveys

These include the following activities:

Wind / wave study (initial)

- To determine alignment of infrastructure

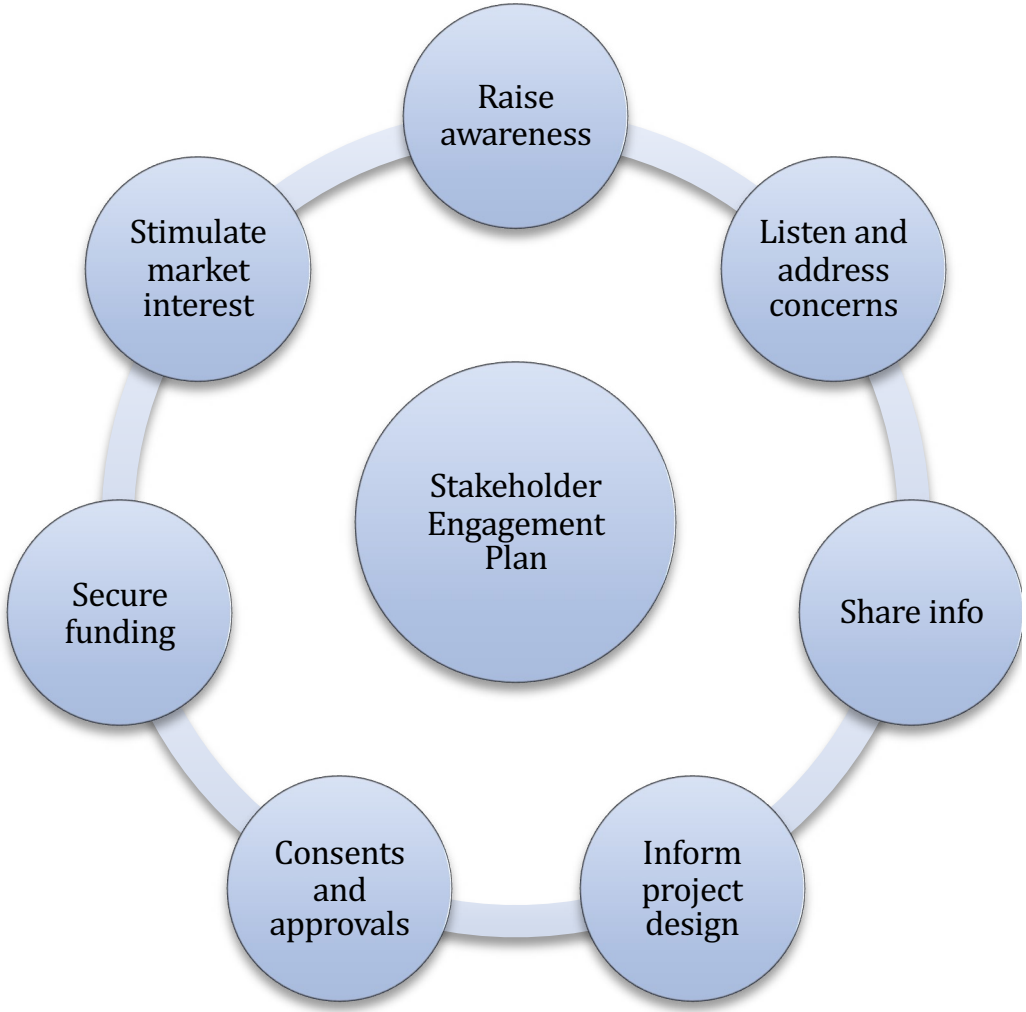
Sedimentation study

- Considers effect of new structures on sedimentation – will inform potential impacts on areas such as the Beach and inform dredging requirements

The consents process will likely require a range of additional surveys to establish baseline data, and studies to determine potential impacts.

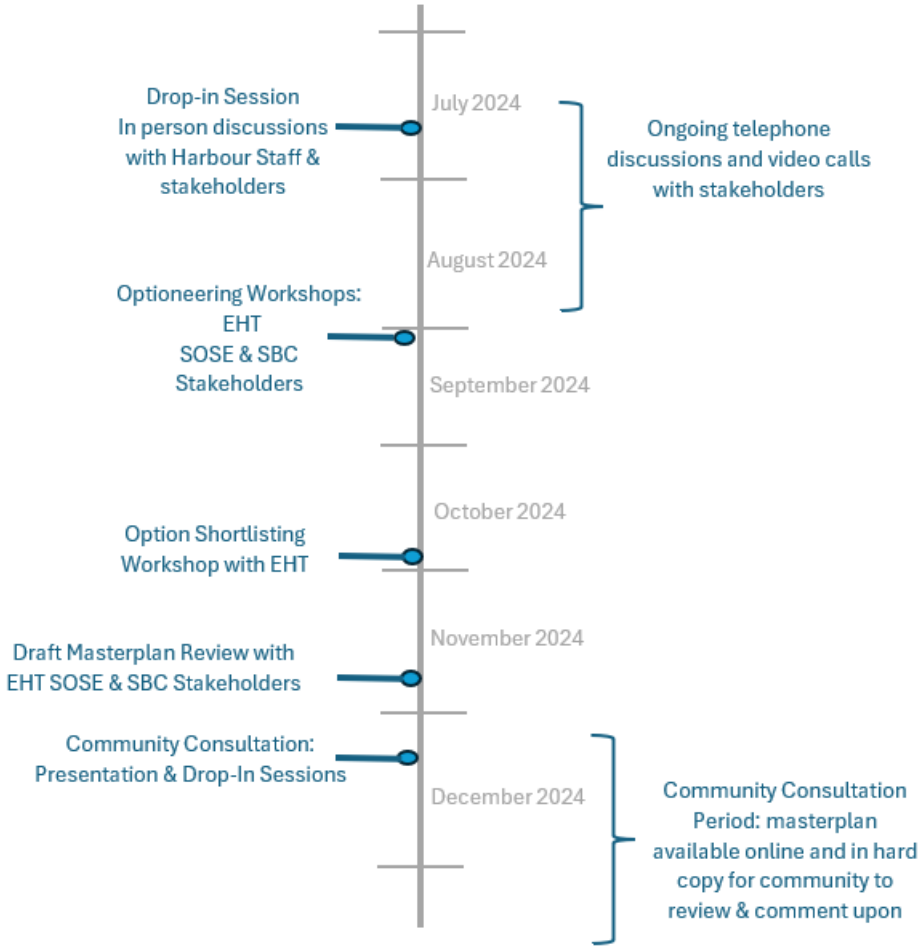
Stakeholder engagement strategy objectives

Ongoing dialogue and engagement with stakeholders is fundamental in ensuring that the masterplan proposals are fit for purpose and meet the needs of existing and future stakeholders. Key objectives of the stakeholder engagement strategy going forward are as follows:



Stakeholder participation during masterplan development

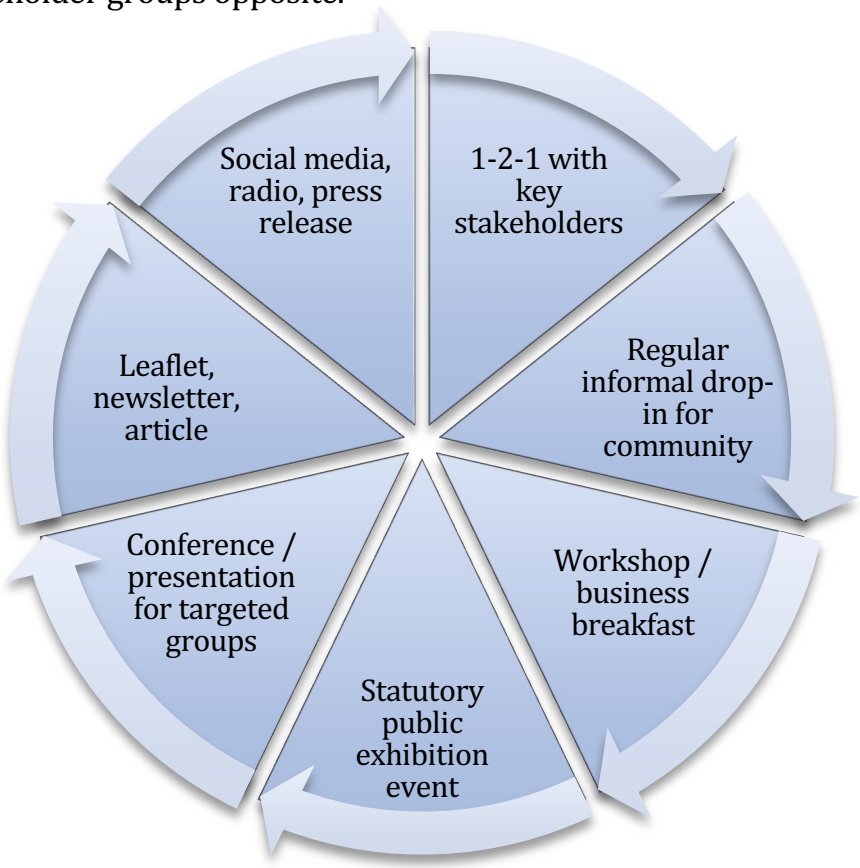
Stakeholders have been involved during the development of the masterplan to date:



Stakeholder engagement strategy scope

Part of the plan will be asking stakeholders 'how' they would like to engage during the development and implementation of masterplan proposals, particularly the Eyemouth Harbour Extension. A variety of tools and methods are being utilised, selecting the most appropriate for each stakeholder or stakeholder group in question.

A process for capturing comments, ideas and feedback and how these are fed into the development process will be formulated. Potential tools are highlighted below and stakeholder groups opposite.



Stakeholder groups

- Harbour users
- Public / local community
- Learning institutions
- Local Government officials
- Statutory authorities
- Scottish / UK Government officials
- Agencies / associations
- Politicians
- Potential funders
- Offshore wind developers
- Supply chain
- Wider industry

Funding

As a Trust Port Eyemouth Harbour plays a key role in community wealth building; with no shareholders it must use any profits generated to support the long-term viability of the Harbour and thus for the benefit of the whole community of stakeholders. This unique status may be an attractive proposition for funders as it brings certainty that any funding commitment will bring benefit locally. A key next step will be the identification and securing of funding for the masterplan proposals.

With regards to the Eyemouth Harbour Extension, a range of funding and financing options will be considered as the proposal is developed – see opposite some examples of sources to be explored.

There are many more potential sources of funding, for all masterplan proposals.

Various departments targeting different sectors within UK and Scottish Governments, Scottish Enterprise, SOSE and SBC. For example:

- Borderlands Inclusive Growth Deal (Digital and Place Programmes in particular).
- Scottish Enterprise Offshore Innovation Challenge Fund.
- SOSE's Net Zero Accelerator Fund (NZAF).
- UK Research and Innovation.

Possible opportunities to harness support from private companies – e.g. in relation to Smart Port and other proposals.

UK and Scottish Governments	Funding for infrastructure to support offshore wind through Strategic Investment Model (SIM) process in Scotland, and any future investment schemes following on from the Floating Offshore Wind Manufacturing Investment Scheme (FLOWMIS) or Greenport Initiative: e.g. recently announced Clean Industry Bonus initiative.
SBC and SOSE	Local authority and economic agencies may have funds that can be allocated to feasibility and some aspects of construction (e.g. funds allocated from the Levelling Up / Shared Prosperity Funds).
Public Works Loans Board (PWLB)	PWLB is an option to consider. The purpose of the PWLB is to offer long term affordable loans to support local authority investments.
UK Infrastructure Bank (UKIB) / Scottish National Investment Bank (SNIB)	Loans or equity investment: SNIB / UKIB are exploring opportunities in the port / offshore wind sectors. £7.3 billion of additional funding to be made available through UKIB via the National Wealth Fund – supporting green investment.
Offshore wind developers	Contributions (or joint venture / partnership with port operator) towards infrastructure that will enable their development to move forward.
Other private sector entities	There could be opportunities to obtain private sector investment. This could take many different forms such as long leases with harbour operators to underpin financing, and upfront capital contributions.
Scottish Futures Trust (SFT)	Eyemouth Harbour could approach SFT to explore Government financing based on a growth accelerator model basis.

APPENDIX A: ASSESSMENT OF ALTERNATIVES

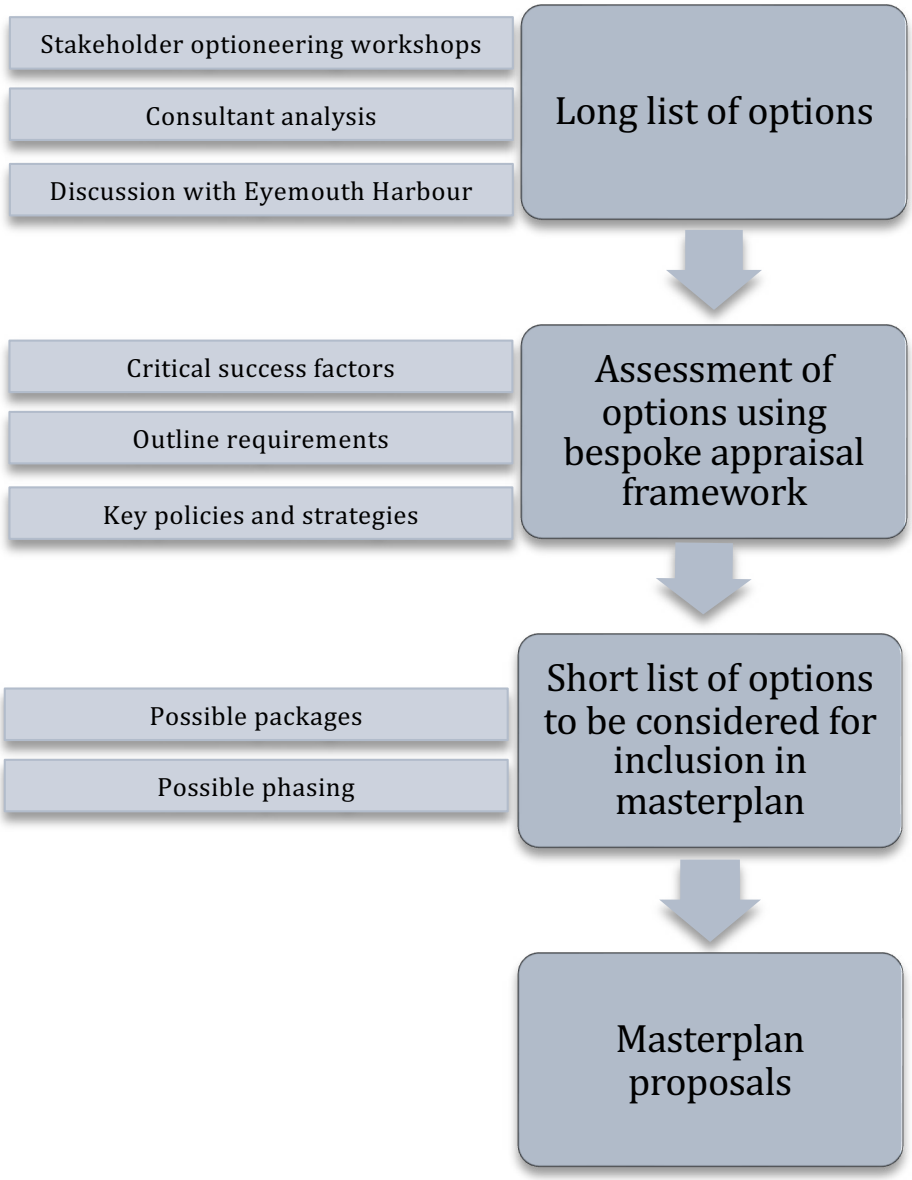
Introduction

An appraisal framework and process was utilised to determine the optimal proposals for inclusion in the masterplan:

- Long list of options identified through stakeholder engagement, review of existing materials and studies and consultant consideration.
- Appraisal process:
  - Initial sifting of options against basic technical and remit criteria.
  - Appraisal of the remainder against criteria including Outline Requirements, "implementability", and policy fit.
- Short list of potential packages followed by a further assessment to determine the Preferred Option(s).

The following pages highlight the appraisal criteria used to assess the options followed by a summary of how the masterplan proposals align with outline requirements.

Appraisal methodology



Key initial questions

Is the proposal technically feasible?

Proposals discarded on grounds of feasibility, or that they would have a negative impact on Harbour operations.

Is delivery of the proposal within the remit of Eyemouth Harbour?

Proposals that are not within the full remit of Eyemouth Harbour were excluded from the appraisal process.

They can still be included in the masterplan, particularly where the Harbour may play a role in supporting delivery of an option.

Proposal v outline requirements

How well does the proposal fit with outline requirements?

Infrastructure
Reduce impact of weather and waves on existing Harbour
Safeguard and enhance existing Harbour infrastructure
Reduce impacts associated with erosion and flooding
Provide multi-use infrastructure to enable existing / future business
Expedite take up of industrial and harbour-related land in Eyemouth
Commercial positioning
Facilitate growth in offshore wind
Safeguard and futureproof fishing activity
Foster growth in marine leisure
Make Eyemouth an attractive cruise destination
Enable Eyemouth to compete for cargo trade
Enable growth in boat repair sector
Enable supply chain, training and skills development
Enabling infrastructure / socio-economic agenda
Expedite Eyemouth as centre for innovation and research
Support local and regional tourism
Enhance waterfront regeneration and visual amenity
Contribute to transition to net zero
Enhance enabling infrastructure (e.g. housing, transport)

Implementability criteria

Complexity and deliverability risk
Technical feasibility risk
Stakeholder opposition risk
Magnitude of costs
Funding fit

Policy criteria

Green Industrial Strategy	Maximise Scotland's Wind Economy
Programme for Government	Growing the Economy
	Tackling Climate Emergency
Regional Economic Strategy	Inclusive Economic Growth
	Sustainable Development
	Strengthening Skills and Education
	Infrastructure Development
	Promoting Innovation

Scoring

Outline requirement / Policy scoring		
5	✓✓✓✓✓	Very significant positive impact / Very strong fit
4	✓✓✓✓	Significant positive impact / Strong fit
3	✓✓✓	Moderate positive impact / Moderate fit
2	✓✓	Slight positive impact / Slight fit
1	✓	Very slight positive impact / Very slight fit
0	-	No impact / Neutral / No fit
-1	x	Slight negative impact
-2	xx	Moderate negative impact
-3	xxx	Strong negative impact

Implementation scoring		
4	✓✓✓✓	Low risk
3	✓✓✓	Low – medium risk
2	✓✓	Medium risk
1	✓	Medium – high risk
0	-	High risk

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Masterplan proposals and how they fit with outline requirements

	INFRASTRUCTURE					COMMERCIAL						ENABLING / SOCIO-ECONOMIC AGENDA					
	Reduce impact of weather & waves on existing harbour	Safeguard & enhance existing harbour infrastructure	Reduce impacts associated with erosion & flooding	Provide multi-use infrastructure to enable existing & future businesses	Expedite take up of industrial & harbour-related land	Facilitate growth in offshore wind	Safeguard & futureproof fishing activity	Foster growth in marine leisure	Make Eyemouth an attractive cruise destination	Enable Eyemouth to compete for cargo trade	Enable growth in boat repair sector	Enable supply chain, training & skills development	Expedite Eyemouth as centre for innovation & research	Support local & regional tourism	Enhance waterfront regeneration & visual amenity	Contribute to transition to net zero	Enhance enabling infrastructure (e.g. housing, accommodation, transport)
Eyemouth Harbour Extension	■	■	■	■	■	■	■	■	■	■	■	■	■	■		■	■
Sluice Gate Reparation		■	■														
Inner Harbour - Additional Pontoons							■	■									
Inner Harbour - Dredging		■					■	■						■			
Maintenance Programme		■															
Harbour Building Plan		■														■	
Yacth Moorings								■				■		■	■	■	
Improvements for Fishing							■										
Smart and Green Port Strategy		■		■	■	■						■	■			■	

APPENDIX B: OTHER NON-OPERATIONAL PROPOSALS

Transport and accessibility enhancements

For any major infrastructure development, the planning process requires due consideration of the potential impacts on transport and traffic and proposed measures to deal with those impacts. There is an opportunity to build measures into this strategy that will also benefit Eyemouth Harbour stakeholders. EHT would look to external agencies to develop and fund this strategy. This could also be implemented alongside a plan for the wider town.

Parking: Address current issues but also look at future demand and identify suitable areas for increased parking both at the main Harbour Building but for any associated future developments associated with the Harbour. This is normally part of any planning application and needs to consider parking as part of a wider plan of measures.

Walking and cycling: Measures to encourage and increase people walking and cycling to and from the Harbour (e.g. paths, facilities for cyclists, schemes with cost effective options for purchasing or hiring e-bikes or cycles). This could include better signage and links with existing cycle and walking routes; and improved access to Greenends Gully diving site which is adjacent to the Harbour.

Behavioural change: Developing a Green Travel Plan for the Harbour but also for any employers in and around the Harbour is a tool that can promote different behaviours among staff. For example, using monthly financial incentives to encourage cycling, car sharing or using public transport.

Public transport services: Support SBC and others to develop bus services that incorporate the Harbour Building and other future facilities into appropriate bus route configurations: e.g. services that enable staff to travel to and from work. Some form of demand responsive transport (DRT) service might be appropriate not only for the workforce but also for visitors arriving by rail at Reston Station. Another option might be for future employers to work together to provide minibus transport and to develop an unofficial 'park and ride' service for employees.

Increased rail services to and from Reston: Work with local agencies to make the case for increased rail services.

Road widths and junctions: A review of future traffic movements to and from the Harbour area will determine whether any measures are required, such as road widening or junction improvements, as well as possible mitigation measures such as barriers to prevent noise pollution.

These elements could be integrated into the next iterations of Local Transport Strategy (SBC) and Regional Transport Strategy (SESTRANS, the Regional Transport Partnership).

Programme for skills, qualifications and training

A programme for skills and learning in Eyemouth is proposed, potentially even a 'hub' combined with research and innovation.

The underlying objective is to provide opportunities for people in Eyemouth to obtain the skills and qualifications needed to support growth at Eyemouth Harbour in the future.

This would be developed through partnership working, potentially led by SOSE with a focus on creating learning opportunities at all levels and also the wider demand for those skills and qualifications required in the marine and clean energy sectors.

It may be that there are already mechanisms in place that can deliver this: a new South of Scotland Education and Skills Group has been established as a sub-group of the Regional Economic Partnership (REP). Through this there is already a coming together of critical partners.

The REP has identified Skills as a key challenge for the region and there are actions set out within the Regional Economic Strategy Delivery Plan for the various agencies to come together and explore new ways of working and delivery.

The ideal scenario would be to work with this Group and encourage its focus towards Eyemouth and enabling transformational growth through Eyemouth Harbour.

Potential partners

Energy Central Learning Hub, Blyth (Case Study)

Energy Central Campus in Blyth is a partnership between the Port of Blyth, Northumberland County Council and the Offshore Renewable Energy Catapult with a mission to create the necessary pipeline of talent required for the clean energy sector – but also delivering pathways to employment for the local community.

Potential skills for growth

The skills base will need strengthened so that Eyemouth can benefit from the opportunities created by the expansion of Eyemouth Harbour. This could cover a wide range of topics:

Maritime and Nautical	Offshore wind	Renewable energy
Construction	Environmental	Planning
Digital	Vocational	Regulatory compliance
Research and innovation	Project Management	Engineering

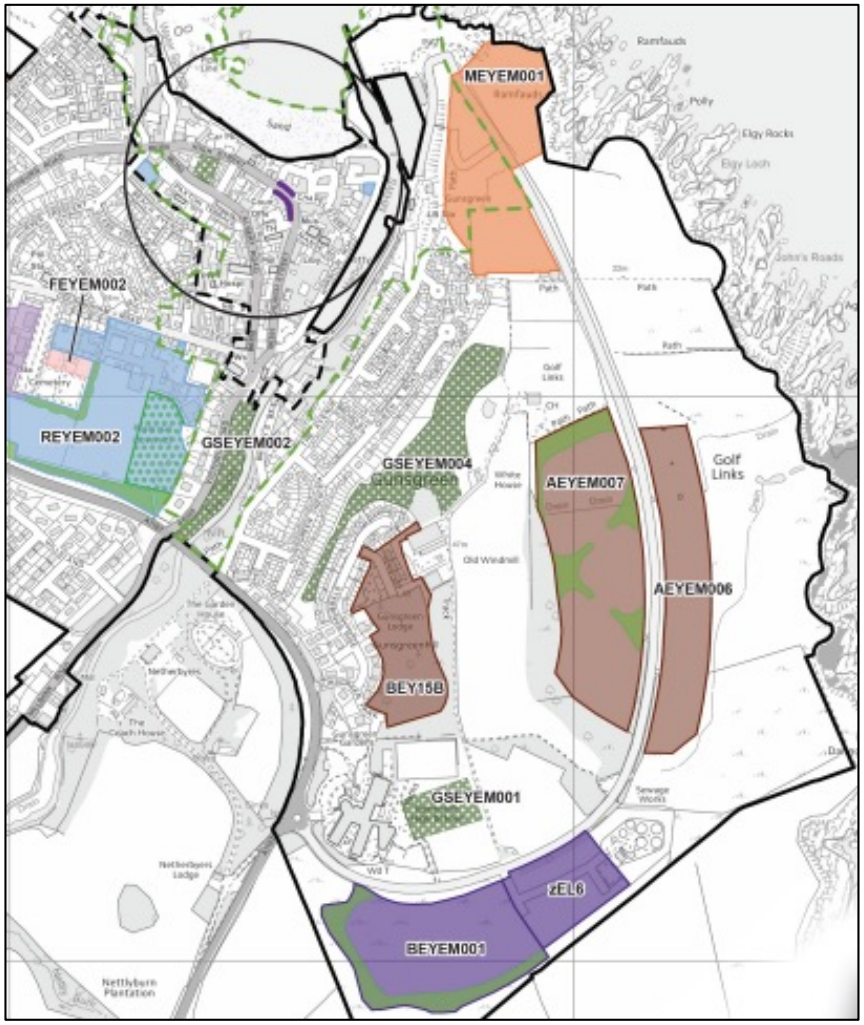
Hinterland development strategy

Eyemouth Harbour not only benefits from a dedicated access road avoiding the town centre; there is also a considerable area of land that is owned and managed by SBC (see opposite).

- Mixed Use (orange): up to 5.6 acres (2.3 hectares) potentially available. There is certainly sufficient land to accommodate at least one more O&M operator and other businesses.
- Residential (brown): total site area is more than 30 acres (12 hectares).
- Business (purple): 1.23 acre serviced land immediately available. Further 9.24 acres may be available. This could be utilised for the immediate needs expressed by NNG.

If an investor could be attracted to build hotel accommodation there is no preference as to where this would be located as the whole area is in good proximity to the Harbour.

Plan of development land in Eyemouth



A transport plan would need to be developed to support future growth in Harbour business, housing and industrial development (see earlier section).

Housing

At present there is an allocation for around 450 units across Eyemouth. Consents for around 200 units at Reston have been requested; this could become a larger hub around a bustling rail station if further services are introduced.

There will be significant demand for worker accommodation during the construction of Eyemouth Harbour Extension should it go ahead – potentially ~400 workers over a two-year period. Aligning this need with housing strategy and investment will be key, as well as exploring all potential options. One may be the development of temporary accommodation units that can then be converted into permanent housing or serviced sites / plots.

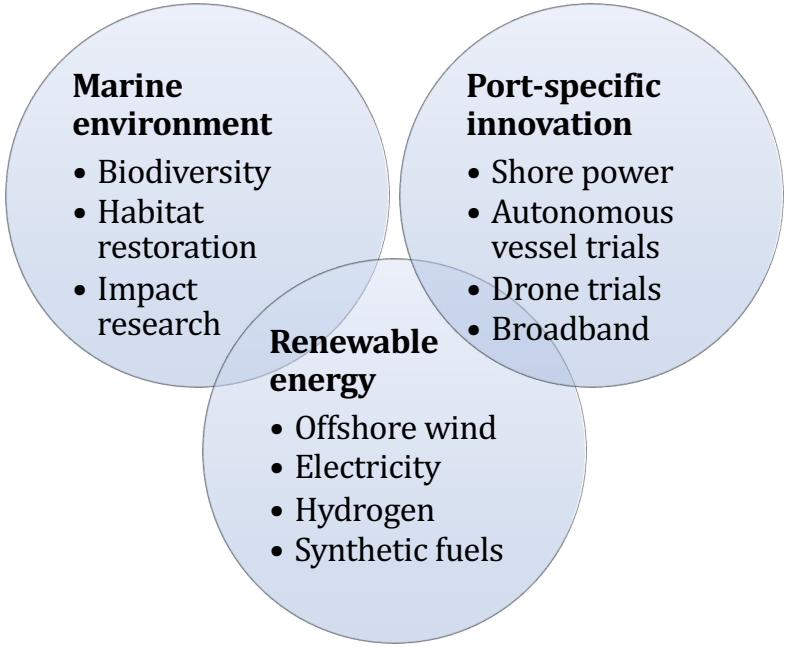
The South of Scotland Regional Economic Partnership have identified housing as a key challenge and are in the process of delivering an Action Plan for housing: it will be important that the need for housing is recognised and addressed as Eyemouth Harbour prospers.

Marine and Renewable Innovation Centre of Excellence

Eyemouth is an ideal location to develop a Centre of Excellence for Innovation and Research in Renewables and Marine Environment.

- Already with an offshore wind O&M base on site and through delivery of further masterplan proposals Eyemouth Harbour will offer a significantly enhanced platform of opportunities as a deep-water port.
- Eyemouth has an important marine environment lying within the Berwickshire Marine Reserve.
- There is significant activity in the region with regards to marine research and renewable energy innovation. And interest in using Eyemouth as a base.

Potentially led by SOSE – and collaborating with research institutions, businesses, Eyemouth Harbour and Governments – there is an opportunity to bring various strands together.



Successful Marine and Renewable Innovation Centre of Excellence

Established in 2003 the European Marine Energy Centre (EMEC) became a globally important site for testing wave and tidal energy technologies. Over the last 20 years EMEC has emerged as a leading centre of excellence in the field of renewables and marine environment: EMEC works closely with academic institutions and other entities on net zero ambitions and ground-breaking research around hydrogen and net zero fuels. An internal economic impact assessment calculated that EMEC added £370m GVA to the UK economy between 2003 and 2023.

Enhancing Eyemouth's waterfront

From the issues and constraints and options identified through stakeholder workshops a series of measures could be implemented with a view to enhancing and regenerating Eyemouth's waterfront area.

Measures identified during the masterplan process are highlighted opposite; these were considered during the development of the Eyemouth Place Plan.

EYEMOUTH PLACE PLAN

The Eyemouth Place Plan 2025 – 2035 sets out a vision for the town's growth, developed through a community-led, government-supported process. A key theme of the Place Plan is:

> TOWN CENTRE & BEACHFRONT REGENERATION
> A series of interconnected projects designed to enhance Eyemouth's town centre, and boost local economy. From improving accessibility at the beachfront and public toilets to revitalising shopfronts and historic buildings. Ensuring the economic growth of the town.

Enhance cross-river signage and walkway markings to encourage more footfall across the river. This could include reference and sign-posting to key routes such as the Berwickshire Coastal Path, local cycling routes and the Kirkpatrick Coast to Coast Cycle Path, as well as to Gunsgreen House.

Waterfront property enhancement fund: available to owners of waterfront properties to enhance the condition of their property frontages with a view to making the waterfront more attractive – a vision might be to create something similar to a Scandinavian waterfront or Tobermory in Mull.

Review and develop vacant / derelict properties: SOSE and SBC could work with property owners to identify opportunities to purchase, redevelop, renovate and reuse properties along the waterfront. This could tie in with the local authority policies on empty homes, creation of town centre housing; local community groups could consider options around compulsory purchase, for example.

Develop a town centre strategy for transport and active travel: led by SBC this could focus on encouraging active travel, reducing parking and traffic in the waterfront area, improving access around the town and Beach, public transport and taxi service provision.

Eyemouth Beach and flood management

SBC is responsible for Flood and Coastal Management in particular the Eyemouth Seawall (Bantry) and Wellbraes Sea Wall as well as any associated infrastructure. The Bantry is in need of surface repairs including potential improvements to the slips to improve access; there is no disabled access to the Beach.

Further consideration should be given to making the Beach more attractive to visitors, amenities for watersports, new visitor attractions and generally a more attractive environment.

The Council also has a responsibility to manage flood risk and coastal erosion and is committed, along with other responsible authorities, to deliver any actions stated in the Forth Estuary Local Flood Risk Management Plan. The recently completed Eyemouth Coastal Study highlighted several options that could be considered to address this and the effects of climate change. The next phase of this is to assess the positive and negative impacts of how sand could be retained on the Beach to increase steepness and reduce the impacts of wave overtopping. The assessment will also include the effects any such measures will have on limiting the migration of sand and sediment into the Harbour entrance and if sand can be relocated from the Harbour entrance to replenish sand on the Beach. This would remove the need to deposit dredged material out at sea which benefits both the Harbour and the environment.

Flooding and Coastal Erosion is becoming more of an issue as climate change increases. The Government has developed Coastal Change Adaptation Guidance. The Council is developing an adaptation plan for the Coast based on the guidance which will develop a number of Dynamic Adaptive Pathways and associated triggers to effectively monitor the coastline and take action as necessary.

APPENDIX C: COMMUNITY PUBLIC CONSULTATION SUMMARY

Consultation feedback	Masterplan response
Many stakeholders commented on the Eyemouth Harbour Extension, with concerns regarding wave and wind climate – and that the current design concept would not be suitable in terms of providing protection from north and north-easterly gales	The concept presented in the masterplan is a starting point, based on what is technically feasible from an engineering point of view, and based on the objective: *to develop a deep-water multi-user facility with sufficient water depth, berthing space and quayside to enable Eyemouth Harbour to deliver its mission and aims.*
Concern over wave and sediment flows during times when river is in spate with reference to the impacts of closing off or reducing entrance channels – there could also be increased impacts associated with flooding	Every major marine infrastructure project must be subject to an exhaustive Environmental Impact Assessment – and this comprises a substantial number of 'tests' to ensure that the proposal does not have an unacceptable impact on any aspect of the environment.
Have other potential designs been considered: alternative locations; cutting into the land rather than building out to sea?	A series of in-depth investigations and surveys will be undertaken to support determining the optimal and final design of the Harbour Extension.
Could lead to major sedimentation issues, potentially affecting the beach, Eyemouth Fort and existing harbour, and need for ongoing dredging	A detailed modelling exercise will be carried out to examine wave, tidal and river flows, and there will be studies to model the movement of sediments and sand.
Overall impact on the marine and natural environment needs to be considered in detail	**There will be ongoing stakeholder engagement as the Masterplan proposals are developed.**
Stakeholders would like to be engaged further as the masterplan proposals are progressed – particularly around understanding what the final proposal design will be	

Consultation feedback	Masterplan response
Limited support for yacht moorings, and a general view that the masterplan doesn't do much for marine leisure – could more opportunities be explored in order to enhance marine tourism?	The opportunities for marine leisure will be explored in more depth during the next phase and this will include revisiting the proposal for yacht moorings. Once a final design for the new harbour infrastructure is determined, consideration could be given to 'moving things around' – for example enabling fishing boats or offshore wind workboats to be based in the new harbour could give rise to new opportunities for the existing harbour.
Is a new Harbour Building really necessary?	The Harbour Building is not at the end of its lifespan, despite having some interior infrastructure issues. The suggestion of renewing the building is something for future consideration – particularly if a new harbour is operational and an improved vista is required.
The new infrastructure could enable the boat repair business to expand in the future	While there is a definite opportunity to attract cruise calls to Eyemouth with the new infrastructure, the proposal for this is conservative, with only smaller vessels calling. Any cruise business could only be taken forward with support and input from Eyemouth's key community groups.
Many stakeholders are concerned about cruise and the negative impact this could have on the town	The social and economic impacts associated with masterplan proposals will be identified and quantified where possible in the Outline Business Case, which follows on from this masterplan.
What are the economic impacts going to be – will there be any benefit for the town?	Opportunities raised by stakeholders will be considered in the next phase.

Consultation feedback	Masterplan response
Concern over the potential negative visual impact of new harbour infrastructure and how this might affect residents, businesses and tourism	A series of visual images will be produced when further investigations have been completed, indicating the visual impact of the Harbour Extension from several vantage points. This can only be done once a viable design has been identified, and that will be after the economic and technical assessments have been completed.
Stakeholders requested more detailed graphical presentation of how the new harbour extension might appear from different vantage points, as well as more information on the technical detail	
Public access to new harbour infrastructure / breakwater is desirable	Mitigating visual impact will be a key aim, along with providing other benefits to offset this. For example, finessing the location, design and height of any breakwater and enabling public access and other amenities along any breakwater.
Potential negative impacts on the town, particularly around tourism, the marine environment and diving	Taking the masterplan proposals forward will involve facilitating positive impacts for tourism, in particular looking at how proposals can benefit marine tourism and diving through provision of better facilities and ensuring that the infrastructure does not impede current activities.
Existing town infrastructure is not adequate to deal with a significant increase in industrial activity at the harbour	There will be consideration of how the new infrastructure might better protect the beach and bay, possibly creating a safer environment for swimming, sailing and watersports. A vital part of the next phase of development will be working with SBC to confirm how and when town infrastructure can be improved, in alignment with the proposed harbour developments.