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2021 Northern Ireland Small Port Infrastructure Survey

Investigation into infrastructure and facilities at Northern Ireland landing locations that have a commercial fishing presence.

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20/01/2022

Contents

Introduction

Background

The Northern Ireland Fishing & Seafood Development Programme developed by the Department for Agriculture, Environment and Rural Affairs (DAERA) was established in response to calls from the Northern Ireland (NI) fishing industry to make significant investments in fishing harbour infrastructure. The Stage 1 report[1], published in February 2020 reviewed and made recommendations for improving the infrastructure at fishing ports under the Northern Ireland Fishing Harbour Authority: Ardglass, Kilkeel and Portavogie.

It is stated within the Stage 1 report that further work is required to review facilities available to the fishing industry at all other landing ports in NI, herein referred to as 'Small Ports'.

This report provides the results from a survey assessing the infrastructure and facilities at small ports in NI. For the purpose of the research, a small port was defined as a landing site that supports commercial fishing vessels and has a reported average landings value <£1,000,000 between the years 2018-2020.Thus, Ardglass, Kilkeel, Portavogie, Belfast,

[1] Publication of the Fisheries and Seafood Development Programme Stage 1 Report | Department of Agriculture, Environment and Rural Affairs (daera-ni.gov.uk)

Londonderry (landings value >£1,000,000), and Larne (no commercial fishing activity) were excluded from the sample (Table 1).

Purpose

The purpose of the survey was threefold:

1. To assess the availability and suitability of the facilities necessary to support a viable, safe and environmentally responsible inshore fishing industry.
2. To identify barriers to maintaining and improving key infrastructure and facilities.
3. To contribute to the strategic planning of investment in small port infrastructure and the development of facilities to help support a sustainable seafood industry.

The results of the survey aim to contribute to the development of regional priorities highlighting where funding is required and in the long-term, contribute to improvements in fisheries infrastructure, facilities and safety within small ports.

The report provides an evidence base to support the long-term planning for the seafood industry in NI. The gaps in infrastructure identified will help prioritise future funding and development requirements.

Methods

Questionnaire

The questionnaire was shared with the Seafish Northern Ireland Advisory Committee (SNIAC) and the Northern Ireland Fishermen's Safety Forum (NIFSF) for input prior to conducting the survey with harbour masters. The questionnaire utilised for this research was created for the 2019 Port Infrastructure Pilot Survey which targeted sites in Scotland and North East England.

Harbour masters provided answers to the final questionnaire (Appendix A) through interviews organised over the phone or in person. Each question required a YES/NO to presence of facilities related to commercial fishing, safety and general services, with additional open-ended questions on waste facilities.

Sample

The area for the survey initially incorporated all 36 landing sites in NI, including slipways, jetties, beaches and piers. Of the 24 sites recognised as a small port supporting commercial fishing activity, 21 (88%) were surveyed.

Table 1 displays the information collated on all port and harbours in NI. For the results, the ports and harbours have been split into two categories: sites with average landings value >£200k (herein referred to as group 1) and sites with average landings value <£200k (herein referred to as group 2). Figure 1 displays the sites included in the sample.

Figure 1 | Map of ports and harbours in Northern Ireland

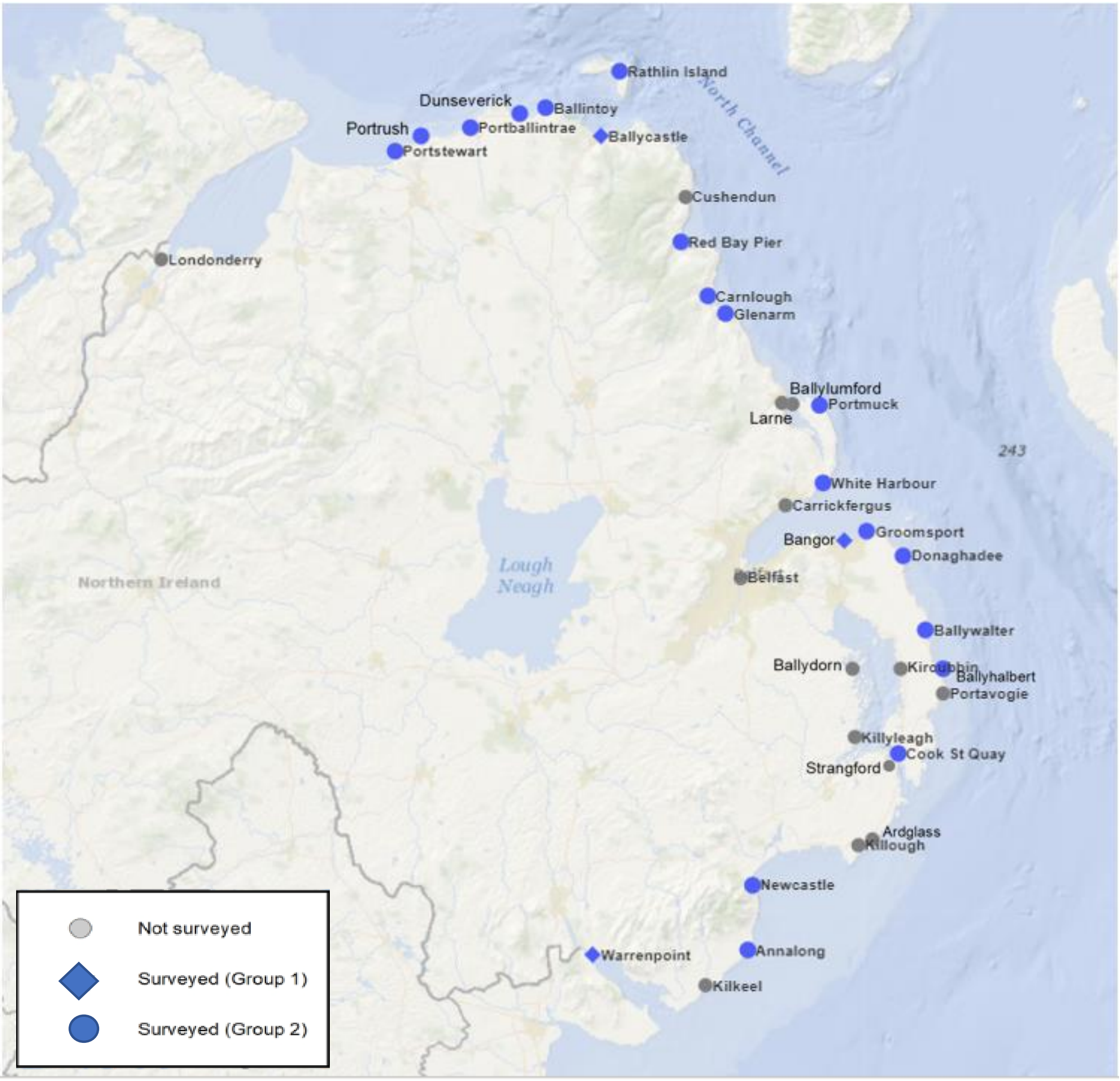


Table 1 | List of identified landing sites in Northern Ireland.

Sites in black font were surveyed and included in the results. Sites in grey font were not included in the results.

Port/harbour	Average landings value (£000s) 2018-2020	Commercial fishing activity	Included in results
Annalong	**<£200**	**X**	**X**
Ardglass	>£1,000	X	
Ballintoy	**<£200**	**X**	**X**
Ballycastle	**>£200**	**X**	**X**
Ballydorn †	<£200	X	
Ballyhalbert	**<£200**	**X**	**X**
Ballylumford †	<£200	X	
Ballywalter	**<£200**	**X**	**X**
Bangor	**>£200**	**X**	**X**
Belfast	>£1,000		
Carnlough	**<£200**	**X**	**X**
Carrickfergus	<£200		
Cook St Quay (Portaferry)	**<£200**	**X**	**X**
Cushendall	<£200		
Cushendun	<£200		
Donaghadee	**<£200**	**X**	**X**
Dunseverick	**<£200**	**X**	**X**
Glenarm	**<£200**	**X**	**X**
Groomsport	**<£200**	**X**	**X**
Kilkeel	>£1,000	X	
Killough	<£200		
Killyleagh	<£200		
Kircubbin	<£200		
Larne	<£200		
Londonderry (Foyle)	>£200		
Newcastle	**<£200**	**X**	**X**
Portavogie	>£1,000	X	
Portballintrae	**<£200**	**X**	**X**
Portmuck	**<£200**	**X**	**X**
Portrush	**<£200**	**X**	**X**
Portstewart	**<£200**	**X**	**X**
Rathlin Island	**<£200**	**X**	**X**
Red Bay (Waterfoot)	**<£200**	**X**	**X**
Strangford †	<£200	X	
Warrenpoint	**>£200**	**X**	**X**
Whitehead	**<£200**	**X**	**X**
Total:	**36**	**27**	**21**

† Commercial fishing activity and surveyed but not included in results

Results of the survey

Overview

The results are separated into the following sections: commercial fishing facilities, waste facilities, safety facilities and general facilities. The results within each section are split for sites with reported average landing values of >£200k (Group 1: Ballycastle, Bangor and Warrenpoint) from sites with reported average landing values <£200k (Group 2; 18 sites). (Table 1).

Commercial fishing facilities

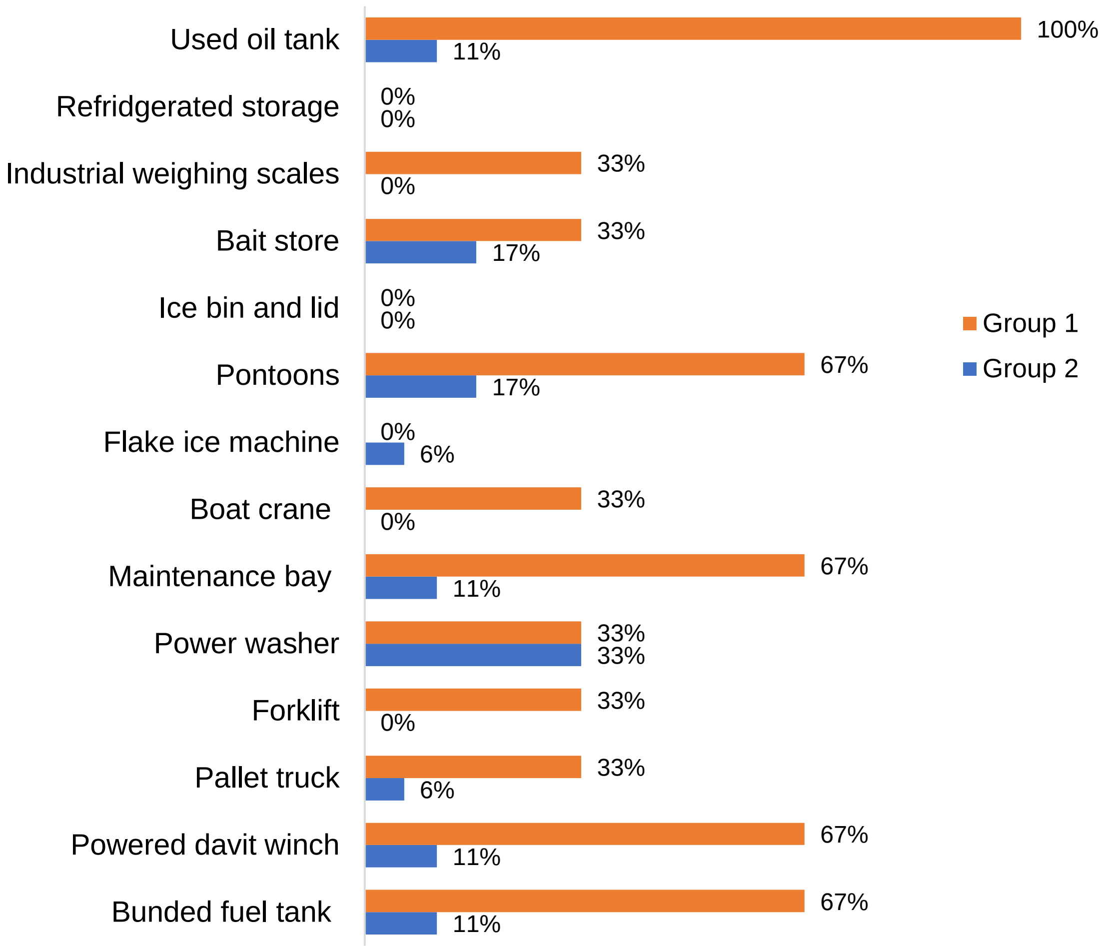


Figure 2 | Percentage of Group 1 (>£200k; orange) and Group 2 (<£200k; blue) small ports with presence of listed commercial fishing facilities.

Key observations

Group 1:

- 67% of sites had pontoons. 50% of these were accessible by ladder and the remaining 50% by ramp.
- Less than 50% of sites had industrial weighing scales, a bait store, boat crane, power washer, forklift, or pallet truck.
- No sites had refrigerated storage, an ice bin and lid, or a flake ice machine.
- 100% of sites had a used oil tank.

Group 2:

- 17% of sites had pontoons. 67% of these were accessible by ramp and the remaining 33% by ladder.

- Less than 50% of sites had a used oil tank, bait store, pontoons, a flake ice machine, a maintenance bay, a power washer, a pallet truck, a powered davit winch, or a bunded fuel tank.
- No sites had refrigerated storage, industrial weighing scales, an ice bin and lid, a boat crane, or a forklift.

Waste facilities

This section assesses whether fishers return Abandoned Lost or Discarded Fishing Gear (ALDFG) or End Of Life Gear (EOLG) to ports and harbours and what the facilities are present for the disposal of galley and non-galley waste.

Galley waste is that which has been produced by persons on-board a vessel.

Non-galley waste is ‘organic’ matter e.g., processed fish guts or non-organic waste that should be retained and processed through refuse collection ashore.

Key observations

Group 1:

- Most sites reported that fishers returned ALDFG and/or EOLG to the port/harbour.
- Most sites reported that there were no plans in place to provide more facilities for fishers to dispose of ALDFG/and/or EOLG.
- Only 2 (67%) sites had skips for the disposal of galley and non-galley waste.
- Only 1 (33%) site had general and recycling bins available for disposal of galley waste.
- 1 (33%) site had no facilities for non-galley waste.

Group 2:

- No sites reported that fishers specifically returned ALDFG and/or EOLG to the port/harbour. This result is a reflection of the harbour masters’ responses and may not depict the behaviour of all fishers.
- Most sites reported that there were no plans in place to provide more facilities for fishers to dispose of ALDFG/and/or EOLG.
- 11 (61%) sites had general bins and recycling bins available for disposal of galley waste.
- Harbour masters were responsible for transporting galley waste to the nearest waste facility at 5 (28%) sites.
- 3 (17%) sites had general bins and recycling bins available for disposal of non-galley waste.
- Harbour masters were responsible for transporting non-galley waste to the nearest waste facility at 13 (72%) sites.
- 2 (11%) sites reported no facilities for disposal of galley waste or non-galley waste.

Safety facilities

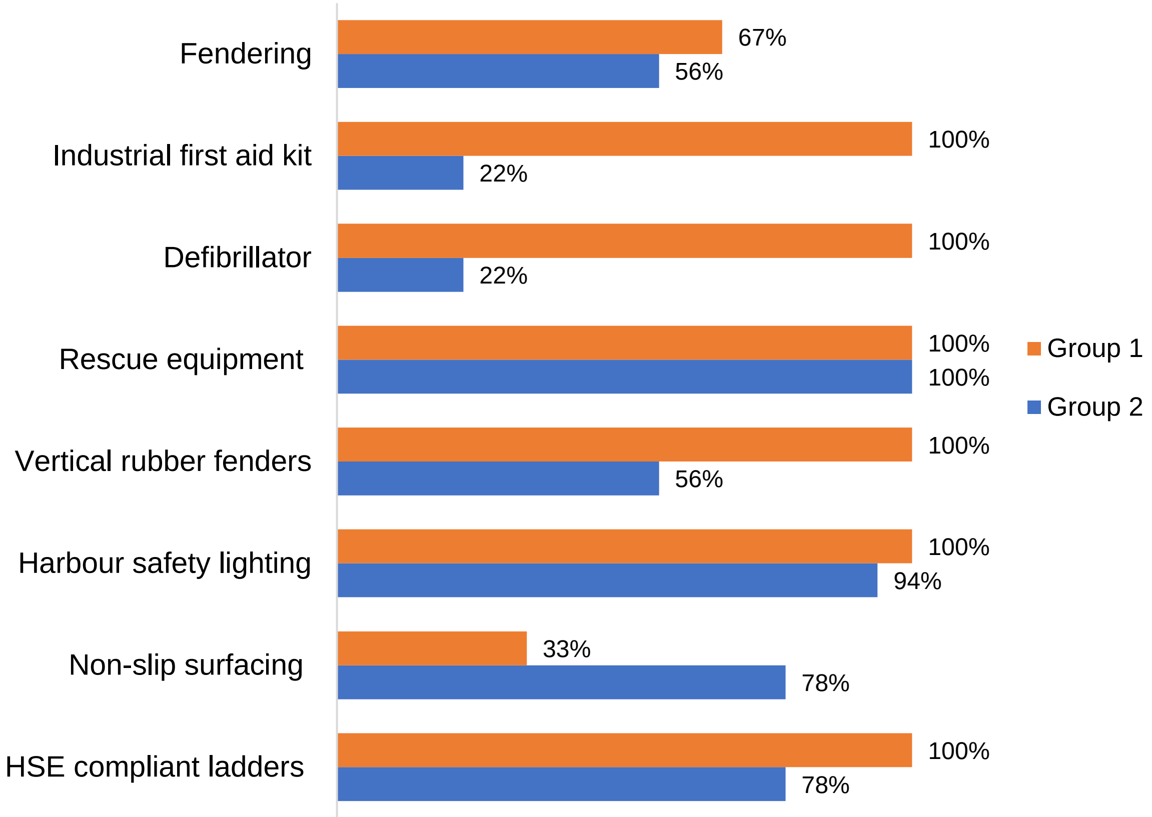


Figure 3 | Percentage of Group 1 (>£200k; orange) and Group 2 (<£200k; blue) sites with presence of listed safety facilities.

Key observations

Group 1:

- Less than 50% of sites had non-slip surfacing.
- 100% of sites had an industrial first aid kit, defibrillator, rescue equipment (e.g. life ring(s)), vertical rubber fenders, harbour safety lighting, and HSE compliant ladders.

Group 2:

- Less than 50% of sites had an industrial first aid kit or a defibrillator.
- 100% of sites had rescue equipment (e.g. life ring(s)).

General facilities

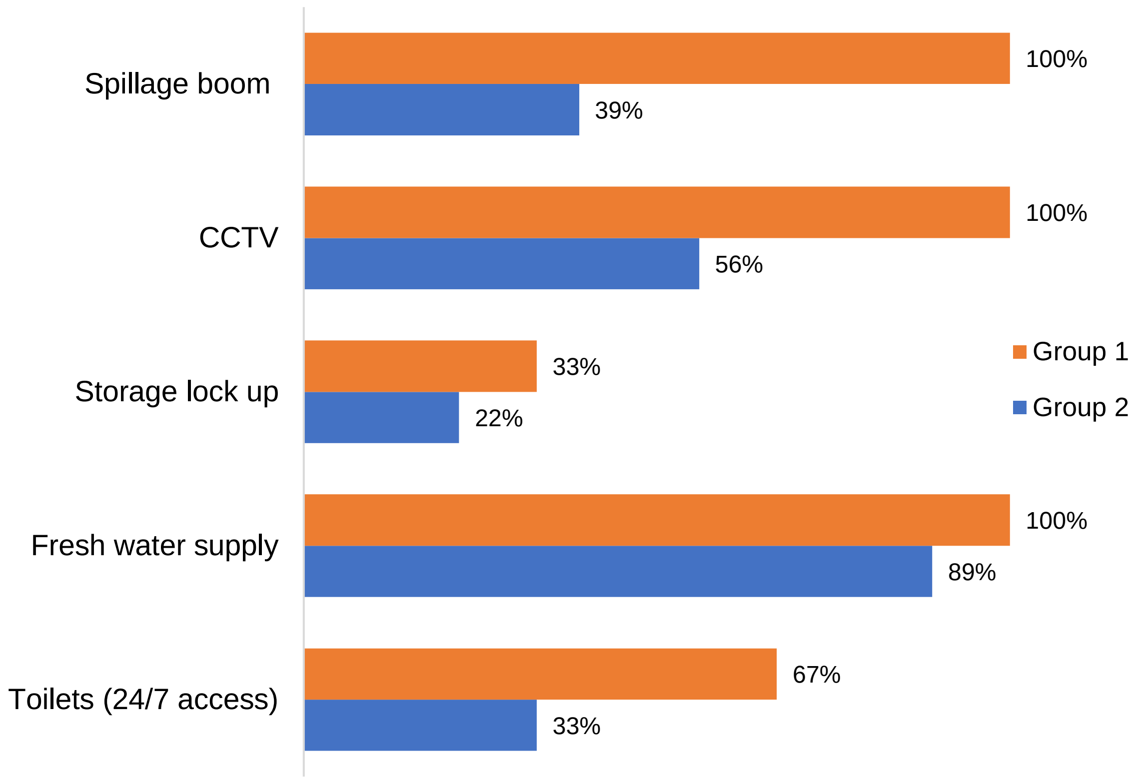


Figure 4 | Percentage of Group 1 (>£200k; orange) and Group 2 (<£200k; blue) sites with presence of listed general facilities.

Key observations

Group 1:

- Less than 50% of sites had a storage lock up.
- 100% of sites had spillage boom(s), CCTV, and a fresh water supply.

Group 2:

- Less than 50% of sites had spillage boom(s), storage lock up, or toilets with 24/7 access.
- 89% of sites had a fresh water supply.

Summary of Key Observations

Commercial fishing facilities

- No sites in Group 1 (>£200k annual landings value) or Group 2 had a flake ice machine.
- No sites in Group 2 (<£200k annual landings value) had a flake ice machine, power washer, pallet truck, or powered davit winch.

Reflections:

- The absence of a seafood market: None of the sites in Groups 1 or 2 held physical or digital auctions of seafood.
- Little / no requirement for quayside refrigeration: Harbour masters reported that the catch landed by fishers was always accompanied until it left the site in lorries or in fishers’ vehicles, suggesting that there was less need for facilities to keep the catch fresh on the quayside.

- Lower landings value: Fishing facilities may be less viable in ports with average annual landings value <£200k.

Waste facilities

- No sites in Group 2 had a skip for the disposal of galley or non-galley waste.
- At sites with limited facilities for the disposal of galley or non-galley waste, the responsibility was left with harbour masters, who reported transporting the waste to the nearest appropriate facility.

Reflections:

- Security: Sites in Group 1 were all secure fenced, the majority of which had skips for the disposal of galley and non-galley waste. Meanwhile sites in Group 2 were all open access and therefore more open to misuse by the general public. The survey did not assess the type of waste collected by fishers. A potential next step would be to undertake an assessment of the quantity and type of fishing gear used and collected by the Northern Ireland fishing fleet before investment is made into the provision of more substantial waste facilities.

Safety facilities

- Most sites in Group 1 did not have non-slip surfacing.
- Most sites in Group 2 did not have a defibrillator or an industrial first aid kit.
- All sites in Group 1 had at least 80% of listed safety facilities.

Reflections:

- The presence of a first aid kit, defibrillator, rescue equipment, vertical rubber fenders, harbour safety lighting and HSE compliant ladders at many sites are due to existing regulations: the "Port Marine Safety Code"[2], and "A Guide to Good Practice on Port Marine Operations"[3].
- Some of the sites contained listed structures, such as the harbour wall, and this prohibits the application of concrete (non-slip surfacing) over the original stone.
- In some instances, one industrial first aid kit was shared across several sites, making the facility relatively inaccessible for some sites.

General facilities

- All sites in Group 1 had spillage booms.
- Most of the sites in Group 1 and Group 2 did not have storage lock up.
- All of the sites in Group 1, and most of the sites in Group 2, had a fresh water supply and CCTV.

Reflections:

[2] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918935/port-marine-safety-code.pdf
[3] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/854521/MCGA-Port_Marine_Guide_to_Good_Practice_NEW-links.pdf

- Secure-fenced sites: All sites in Group 1 lacked storage facilities for fishing gear. As these sites were all secure-fenced and the public access is prohibited to anything left on the quayside, storage facilities may be less of a necessity.
- In some instances, spillage booms were shared across several sites, making the facility available if and when required.

Future improvements

When asked to consider economic growth and development at their location, Harbour Masters listed several potential areas for improvement:

- Ladders
- Fenders
- CCTV
- Storage bins
- Increasing space in harbours to increase the number of vessels landing
- More frequent dredging

The main barriers to achieving these improvements were the following:

- Funding
- Characteristics of the site e.g., listed sites
- Contractor capacity
- Economic viability

Funding Opportunities

The funding streams available to the Northern Ireland seafood sector for potential infrastructure improvements at associated small ports and harbours, at the time of publication (November 2021), include:

- **UK Seafood Innovation Fund**

More information here: Seafood Innovation Fund

- **Maritime and Fisheries Fund NI 2021-2022**

More information here: Maritime and Fisheries Fund (NI) 2021-2022

Equipment guide

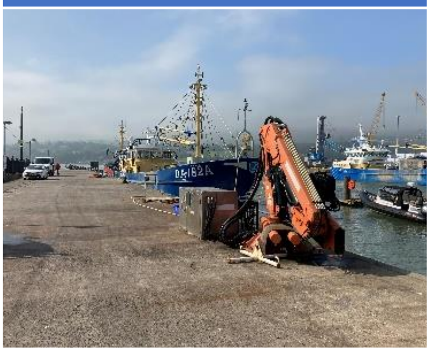
Powered davit winch for lifting goods and machinery.

Bunded fuel tank for storing fuel

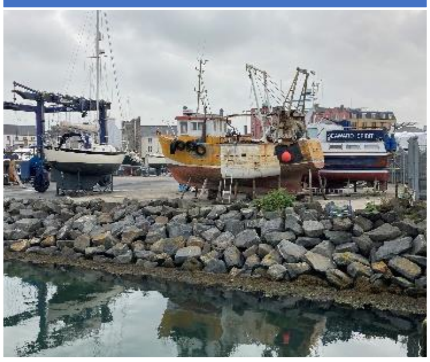
Vertical rubber fenders secured to piers, ladders, harbour walls etc. to prevent damage to vessels

Spillage boom used to contain oil spills

Boat crane used for lifting boats in/out of the water



Maintenance bay where vessels are repaired



Appendix A: Questionnaire

BASIC DETAILS

Q1	Name of interviewee?	
Q2	Contact telephone?	
Q3	Contact email?	
Q4	Name of location?	
Q5	How would you describe the location?	☐PORT / ☐HARBOUR / ☐JETTY / ☐PIER / ☐SLIPWAY / ☐BEACH / ☐RIVER / ☐**OTHER*** ***IF OTHER:**
Q6	Address of location?	
Q7	Which type of ownership?	☐ MUNICIPAL / ☐ TRUST / ☐ PRIVATE
Q8	Name of location owner OR local authority?	
Q9	Are contact details available for the location owner OR local authority?	Contact name? Contact email AND/OR phone?
Q10	Is the interviewee in charge of day-to-day operations?	☐ YES / ☐ **NO*** ***IF NO:** What role does the interviewee hold? ***IF NO:** Name of person in charge of day-to-day operations? ***IF NO:** Contact details (phone/email) of person in charge?

ACTIVITIES

WHICH OF THESE ACTIVITIES ARE PRESENT?

Q11	☐ Tourism/Leisure/Recreation ☐ Ferry ☐ Yachting/Marina ☐ Commercial ☐ Marine transport/Cargo ☐ Ship building ☐ Ship repairs ☐ Recreational fishing ☐ **Commercial fishing*>**	***IF NO COMMERCIAL FISHING PRESENT > JUMP TO Q43**

COMMERCIAL FISHING

Q12	Estimate total number of commercial fishing vessels who regularly land at the location?	
Q13	Estimate how many of these are <10m?	
Q14	What is the majority catch landed?	☐ WHITEFISH / ☐ SHELLFISH / ☐ PELAGIC / ☐ EVEN SPREAD
Q15	What do most fishers do when they land their catch?	☐ TAKE TO MARKET / ☐ KEEP IN STORAGE / ☐ TRANSFERRED TO PROCESSOR / ☐ TAKEN TO WHOLESALERS/TRADERS / ☐ **OTHER*** ***IF OTHER:**
Q16	Is the landing site secure-fenced or open-to-public?	☐ SECURE-FENCED / ☐ OPEN-TO-PUBLIC / ☐ **OTHER*** ***IF OTHER:**

Q17	Is there any period of time when the catch is unaccompanied?	☐ YES / ☐ NO / ☐ UNKNOWN
Q18	How does the catch leave the location?	
Q19	Is the location staffed?	☐ YES / ☐ **NO*** ***IF NO**: JUMP TO Q23
Q20	Total number location staff present in an average working day?	
Q21	Do location staff handle the catch?	☐ YES / ☐ **NO*** / ☐ **UNKNOWN*** ***IF NO or UNKNOWN**: JUMP TO Q23
Q22	What do they do?	
Q23	How much control does the person in charge of day-to-day operations have over activities at the location? (do they feel they are able to influence users/fishers behaviour?)	
Q24	Does the location have infrastructure/facilities?	☐ YES / ☐ **NO*** ***IF NO**: JUMP TO Q45 (*SAFETY & HOSPITALITY*)

WHICH OF THESE FACILITIES ARE PRESENT?

Q25	BUNDED FUEL TANK (self-service with receipt system)	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:**
	WOULD A FUEL TANK UPGRADE BENEFIT THE LOCATION?	☐ YES / ☐ NO / ☐ UNKNOWN
	POWERED DAVIT WINCH (at landings bay/s)	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:** TRAINING PROVIDED?
	PALLET TRUCK	QUANTITY? Click here to enter quantity. MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:** Click here to enter details.
	FORKLIFT	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:** TRAINING PROVIDED?
	POWER WASHER	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:**
	MAINTENANCE BAY (raised platform with water & electricity)	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:**
	BOAT CRANE (for vessel maintenance)	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:** TRAINING PROVIDED?

	FLAKE ICE MACHINE	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:** TRAINING PROVIDED?
	PONTOONS	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:** MEANS OF ACCESS? ☐ LADDER / ☐ RAMP / ☐ **OTHER*** ***IF OTHER:** FRESH WATER AVAILABLE? ☐ YES / ☐ NO / ☐ UNKNOWN
	WOULD PONTOONS BENEFIT THE LOCATION?	☐ YES / ☐ NO / ☐ UNKNOWN
	ICE BIN AND LID	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:**
	BAIT STORE	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:**
	INDUSTRIAL WEIGHING SCALES	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:**
Q26	Is there refrigerated storage?	☐ YES / ☐ **NO*** / ☐ **UNKNOWN*** ***IF NO or UNKNOWN**: JUMP TO Q31
Q27	Is it lockable?	☐ YES / ☐ NO / ☐ UNKNOWN
Q28	Who owns it?	
Q29	Who cleans it?	
Q30	If seafood demand increased by 50% would your current refrigerated storage be adequate?	☐ YES / ☐ NO / ☐ UNSURE
Q31	Does the location hold physical auctions (of seafood)?	☐ YES / ☐ NO
Q32	Is the location digitally connected?	☐ YES / ☐ **NO*** ***IF NO:** JUMP TO Q35 *(ECONOMIC DATA)*
Q33	Does the location hold virtual/online auctions (of seafood)?	☐ YES / ☐ NO
Q34	Is your digital connectivity adequate for your current needs?	☐ YES / ☐ NO **PROVIDE DETAILS:**

ECONOMIC DATA

Q35	Estimate total annual location revenue?	
Q36	Does commercial fishing generate revenue for the location?	☐ YES / ☐ **NO*** / ☐ **UNSURE*** ***IF NO or UNSURE**: JUMP TO Q38 *(WASTE MANAGEMENT)*

Q37	Estimate what % of revenue is from commercial fishing?	

WASTE MANAGEMENT

Q38	Do fishermen currently return any of the following to the site?	☐ Abandoned Lost or Discarded Fishing Gear (ALDFG) recovered at sea / ☐ End-of-life fishing gear ☐ **UNKNOWN** ***IF UNKNOWN**: JUMP TO Q43
Q39	What facilities are provided for the disposal of galley waste?	
Q40	What facilities are provided for the disposal of non-galley waste e.g. ALDFG?	
Q41	Do you have any plans to provide facilities for the collection of ALDFG and/or end-of-life fishing gear?	☐ YES / ☐ **NO*** / ☐ **UNKNOWN*** ***IF NO or UNKNOWN**: JUMP TO Q43
Q42	Estimate by when?	

WHICH OF THESE FACILITIES ARE PRESENT?

Q43	USED OIL TANK	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:**
Q44	SPILLAGE BOOM (local environment agency compliant)	QUANTITY? MAIN USERS? ☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ **OTHER*** ***IF OTHER:**

SAFETY & HOSPITALITY

WHICH OF THESE ARE PRESENT?

Q45	HSE COMPLIANT LADDERS (includes LED lighting)	☐ PRESENT AT LOCATION
	NON-SLIP SURFACING (all working areas)	☐ PRESENT AT LOCATION
	HARBOUR SAFETY LIGHTING (automatic & light sensitive)	☐ PRESENT AT LOCATION
	VERTICAL RUBBER FENDERS (to prevent ‘bad lay’ & protects vessels)	☐ PRESENT AT LOCATION
	RESCUE EQUIPMENT (life ring, boat hook etc.)	☐ PRESENT AT LOCATION
	DEFIBRILLATOR	☐ PRESENT AT LOCATION
	INDUSTRIAL FIRST AID KIT	☐ PRESENT AT LOCATION
	STORAGE LOCK UP	☐ PRESENT AT LOCATION
	CCTV	☐ PRESENT AT LOCATION
	TOILETS (24/7 access , hot water & dryer)	☐ PRESENT AT LOCATION

	FRESH WATER	☐ PRESENT AT LOCATION
	NONE OF THE ABOVE>>>	☐ PRESENT AT LOCATION

MAINTENANCE

Q46	Who maintains the facilities?	☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ CONTRACTOR / ☐ NO-ONE / ☐ **OTHER*** ***IF OTHER:**
Q47	Who cleans the outdoor areas?	☐ STAFF / ☐ FISHERS / ☐ OTHER LOCATION USERS / ☐ CONTRACTOR / ☐ NO-ONE / ☐ **OTHER*** ***IF OTHER:**
Q48	What are the main barriers to maintaining the facilities?	

RECORDS

WHICH OF THESE ARE CURRENTLY IN PLACE?

Q49	Haccp assessment	☐ IN PLACE
	Cleaning schedule	☐ IN PLACE
	Pest control plan/manual	☐ IN PLACE
	Food protection policy/plan	☐ IN PLACE
	Health and safety assessment/strategy	☐ IN PLACE
	Waste management plan	☐ IN PLACE
	Employee records & training documentation	☐ IN PLACE
	NONE OF THE ABOVE>>>	☐ IN PLACE

THE FUTURE

ARE ANY OF THE FOLLOWING STRATEGIC PLANS IN PLACE/HAPPENING NOW OR PROPOSED FOR THE FUTURE?

Q50	Upgrades to existing facilities	☐ NO / ☐ IN PLACE / ☐ PROPOSED
	Dredging	☐ NO / ☐ IN PLACE / ☐ PROPOSED
	Repair work	☐ NO / ☐ IN PLACE / ☐ PROPOSED
	Contingency fund (10% for unforeseen implementation costs)	☐ NO / ☐ IN PLACE / ☐ PROPOSED
	Decommissioning fund (to be held in escrow)	☐ NO / ☐ IN PLACE / ☐ PROPOSED
Q51	Thinking about economic growth and location development, what are the key infrastructure and facility improvements required in the next 10-15 years?	
Q52	What are the main barriers to achieving these improvements?	
Q53	What are your main concerns for the future of the location?	

YOUR DATA

Q54	Can we contact you in the future regarding other Seafish projects that may be relevant to you?	☐ YES / ☐ NO
Q55	Can we share data contained in the survey publicly (excluding personal data)? The data will not be attributed to the specific port/harbour.	☐ YES / ☐ NO
Q56	Can we add the following information to the DAERA Marine Map Viewer: • Port name. • Ownership. • Contact email/number.	☐ YES / ☐ NO / ☐ **OTHER*** ***IF OTHER:**

For more information please contact:

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