

## CONSULTATION QUESTIONS

Please identify the main area of interest you identify with :

- |                               |                                     |
|-------------------------------|-------------------------------------|
| Nature Conservation           | <input type="checkbox"/>            |
| Fisheries                     | <input type="checkbox"/>            |
| Industry/Transport            | <input checked="" type="checkbox"/> |
| Energy                        | <input checked="" type="checkbox"/> |
| Aquaculture                   | <input type="checkbox"/>            |
| Recreation/tourism            | <input type="checkbox"/>            |
| Academic/scientific           | <input type="checkbox"/>            |
| Local authority               | <input type="checkbox"/>            |
| Community group               | <input type="checkbox"/>            |
| Public sector/Regulatory body | <input type="checkbox"/>            |
| Local Coastal Partnership     | <input type="checkbox"/>            |

Other (Please state)

Comments

**Q1. Does the NMP appropriately guide management of Scotland's marine resources?**

Yes

**Q2. Does the NMP appropriately set out the requirement for integration between marine planning and land use planning systems?**

Yes

**Q3. Does the NMP appropriately guide development of regional marine planning? What, if any, further guidance is required for regional marine planners in terms of implementation and how to interpret the NMP?**

Further information could be provided on existing national and international regulations covering the various sectors (see comments below for specific examples). This would avoid unnecessary duplication or gold-plating in the implementation of regional plans.

**Q4. The Marine Regional Boundaries Consultation proposed that in addition to regional marine planning, further integrated management of key marine areas would be achieved by designating the Pentland Firth; the Minches and the mouth of the Clyde as Strategic Sea Areas.**

**Should the NMP set out specific marine planning policies for Strategic Sea Areas?**

Yes, although further consideration should be given to the Forth and Tay region given the proposed large scale development of offshore wind.

**Q5. Are the objectives and policies in the NMP appropriate to ensure they further the achievement of sustainable development, including protection and, where appropriate, enhancement of the health of the sea?**

Yes

**Q6. Chapter 3 sets out strategic objectives for the National Marine Plan and Chapters 6 – 16 sets out sector specific marine objectives.**

**Is this the best approach to setting economic, social and marine ecosystem objectives and objectives relating to the mitigation of and, adaptation to climate change?**

Yes

**Q7. Do you have any other comments on Chapters 1 – 3?**

No

### **General Planning Policies**

**Q8. Are the general policies in Chapter 4 appropriate to ensure an approach of sustainable development and use of the marine area? Are there alternative policies that you think should be included? Are the policies on integration with other planning systems appropriate? A draft circular on the integration with terrestrial planning has also been published - would further guidance be useful?**

- In general, the overarching policies are appropriate.
- The definition of sustainable development should be made clearer.
- When considering the economic benefits of a particular activity or development, the economic impacts on other sectors should be considered (e.g. impact of offshore renewable development on shipping routes).
- Further information should be provided on integration between the NMP and neighbouring regional marine plans (e.g. MMO plans in northern England).
- Clarity is required on the way in which stakeholders' views will be taken into account during the decision making process.
- In terms of air quality and climate change, planning and decision making should take regulation implemented at the UK, EU and international levels into account.

**Q9. Is the marine planning policy for landscape and seascape an appropriate approach?**

Yes

**Q10. Are there alternative general policies that you think should be included in Chapter 4?**

No

#### **Guide to Sector Chapters**

**Q11. Do you have any comments on Chapter 5?**

**Are there other sectors which you think should be covered by the National Marine Plan?**

No

#### **Sea Fisheries**

**Q12. Do you have any comments on Sea Fisheries, Chapter 6?**

No

**Q13. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

## **Aquaculture**

**Q14. Does Chapter 7 appropriately set out the relationship between terrestrial and marine planning for Aquaculture? Are there any planning changes which might be included to optimise the future sustainable development of aquaculture?**

Comments

**Q15. Do you have any comments on Aquaculture, Chapter 7?**

No

**Q16. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

## **Wild Salmon and Migratory Fish**

**Q17. Do you have any comments on Wild Salmon and Migratory Fish, Chapter 8?**

No

**Q18. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

## **Oil & Gas**

**Q19. Do you have any comments on Oil and Gas, Chapter 9?**

- The interactions between the oil and gas sector and the shipping industry should be considered in this chapter, both in terms of positive supply chain interaction and potential route diversion/navigational safety impacts on transiting shipping traffic.
- UK implementation of the EU offshore safety directive should be considered in terms of its impacts on health and safety and environmental risk. The Scottish Government should liaise with DECC and the Health & Safety Executive on this subject.
- The Scottish Government should seek to work with the Health & Safety Executive in implementing policy 5.

**Q20. Are there alternative planning policies that you think should be included in this Chapter?**

No

**Carbon Capture & Storage (CCS)**

**Q21. Do you have any comments on Carbon Capture and Storage, Chapter 10?**

No

**Q22. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

**Offshore Renewable Energy**

**Q23. Should the NMP incorporate spatial information for Sectoral Marine Plans?**

Comments

**Q24. Do you have any comments on Offshore Renewable Energy, Chapter 11?**

No

**Q25. Are there alternative planning policies that you think should be included in this Chapter?**

- Policy 9 could be expanded to require developers to mitigate the potential impacts on other sea users.

**Recreation and Tourism**

**Q26. Do you have any comments on Recreation and Tourism, Chapter 12?**

No

**Q27. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

**Transport (Shipping, Ports, Harbours & Ferries)**

**Q28. Should the NMP specifically designate national significant ports/harbours as described in Chapter 13: Marine Planning Policy Transport 2?**

There is merit in this approach although there is a risk that ports and harbours not deemed to be nationally significant could suffer as a result. In making decisions, the potential impacts of developments on these ports and harbours should still be considered individually when undertaking cost-benefit analysis.

**Q29. Do you have any comments on Transport, Chapter 13?**

- The Scottish Government should also seek to help the ports and shipping sectors adapt to climate change and air quality legislation implemented at the EU or international level (e.g. reduction in sulphur limits in marine fuel) in order to maintain the competitiveness of the industry. This could be through the adoption of new technology or otherwise.
- In terms of the interactions with other users of the sea and impacts on the environment, the NMP should ideally increase signposting to those existing policies and conventions (particularly at the IMO level) that govern international shipping. These include the COLREGS, MARPOL, SOLAS and UNCLOS. Signposting to existing regulations will allow the marine plan to be implemented in a way that avoids unnecessary intervention or gold-plating at the national level.
- In terms of the shipping sector's potential emissions and pollution impacts, further details on the work of the IMO should be provided or linked to in order to provide the reader with a clearer understanding of work being undertaken at the international level to improve the environmental performance of the industry.

**Q30. Are there alternative planning policies that you think should be included in this Chapter?**

- The policies do not cover the introduction of new sulphur limits in marine fuels in the North Sea Sulphur Emissions Control Area (SECA). The limit will fall from 1.0% to 0.10% from January 2015 and has the potential to significantly increase fuel costs for shipping operators calling at East Coast ports. As noted under Q29, the plan should ideally identify ways in which these targets can be achieved without damaging the competitiveness of East Coast ports.

**Telecommunication Cables**

**Q31. Do you have any comments on telecommunications, Chapter 14?**

No

**Q32. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

**Defence**

**Q33. Do you have any comments on Defence, Chapter 15?**

No

**Q34. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

**Aggregates**

**Q35. Do you have any comments on Aggregates, Chapter 16?**

No

**Q36. Are there alternative planning policies that you think should be included in this Chapter?**

Comments

**Business and Regulatory**

**Q37. Please tell us about any potential economic or regulatory impacts, either positive or negative, that you think any or all of the proposals in this consultation may have.**

- In terms of the shipping and oil and gas industries, the NMP includes proposals that will help to protect and develop business. However, we feel that the plan could be clearer in terms of the existing national and international regulations that the sectors are subject to so as to avoid placing any unnecessary regulatory burden on businesses. In our view, the plan should not seek to duplicate or gold-plate any existing regulation but should identify gaps and make proposals for intervention where appropriate.

## **Equality**

**Q38. Do you believe that the creation of a Scottish National Marine Plan discriminates disproportionately between persons defined by age, disability, sexual orientation, gender, race and religion and belief?**

Yes  No

**Q39. If you answered yes to question 23 in what way do you believe that the creation of a Scottish National Marine Plan is discriminatory?**

Comments

## **Sustainability Appraisal**

**Q40. Do have any views/comments on the Sustainability Appraisal carried out for the NMP?**

No