

SCHEDULE 3

STATEMENT OF COMPLIANCE WITH CONDITIONS OF GRANT

Montrose Port, reconstruction of berths 7W & 8

This is to confirm that the Grant claimed by Montrose Port Authority in relation to the above Project during the financial year ended 31 March 20«XX» was properly due and was used for its intended purpose, (that being the reconstruction of berths 7W & 8) in accordance with the terms and conditions of the Grant. This statement is supported by the records of Montrose Port Authority

Signed:

Name in block capitals:

Position:

Date: [Click here to enter a date.](#)

SCHEDULE 4

DEFINITIONS

"Agreement" means the agreement constituted by the Scottish Ministers' invitation to apply for a Grant, the Grantee's Application, these Conditions and the Grantee's acceptance of these Conditions;

"Application" means the formal signed application for Grant support submitted to Scottish Ministers on 7 November 2017 and any other documents containing supporting evidence provided on that date or subsequently;

"Conditions" means these Grant conditions;

"Default" means:

- a) Any breach of the obligations of either party under this Agreement (including, but not limited to, any breach of any undertaking or warranty given under or in terms of this Agreement);
- b) Any failure to perform or the negligent performance of any obligation under this Agreement;
- c) Any breach of any legislation; or
- d) Any negligence or negligent or fraudulent mis-statement or misappropriation of Grant, or any other default,

In all cases by either party, its employees, agents or representatives;

"Financial Year" means a period from 1 April in one year until 31 March in the next;

"Grant" means the Grant offered by the Scottish Ministers to the Grantee as specified in the Award Letter, as varied from time to time in accordance with these Conditions;

"Grantee" means the person, organisation or body to which the Grant will be payable as specified in these Conditions. Where two or more persons, organisations or bodies are the Grantee, references to the "Grantee" are to those persons, organisations or bodies collectively and their obligations under the Agreement are undertaken jointly and severally;

"Independent Accountant" means the individual appointed by the Grantee to audit and submit each claim for Grant. The Independent Accountant must be independent of the Grantee and must be eligible for appointment as a company auditor in terms of sections 1211 to 1213 of the Companies Act 2006.

"Intellectual Property Rights" means all rights of ownership, including all copyrights and other intellectual property rights in books, leaflets and other printed and published materials in whatever form produced as part of the Project by or on behalf of the Grantee including all reports and any such published materials stored in or made available by means of an information technology system and the computer software relating thereto and all patents, trademarks, registered designs and other rights in the nature of intellectual property;

"Mode Shift Benefits" means the monetary value of transferring freight from road to sea which is notified to the EC. Details are contained in the Ports Mode Shift Grant User Guide for Applicants at <https://www.transport.gov.scot/our-approach/industry-guidance/freight-transport/#>

"Operating Period" means the period ending 5 years (or such other period as Scottish Ministers may specify) after the date (to be notified to the Scottish Ministers in terms of Condition 4.2) on which the reconstructed berths 7W & 8 becomes fully operational.

"Operating Year" means each 12 month period within the Operating Period.

"Operation Report" means the report referred to in Condition 4.3.

"Payment" means each of the payments specified in Part 2 of Schedule 1 hereto.

"Project" means the purpose for which the Grant has been awarded as described in Part 1 of Schedule 1 to the Offer of Grant;

[REDACTED]

From: [REDACTED]
Sent: 25 April 2018 10:41
To: [REDACTED] (TRAN)
Subject: FW: Questions

[REDACTED]

As discussed.



Mode Shift Grant - Montrose Po...
Freight Mode Shift Grants - Tr...

1. How big a difference will this make?
2. How is the financial benefit calculated? **The salient points were in my covering email re-attached. We talk about environmental benefits, taking lorries off roads and how much tonnage will be moved through the port during the monitoring period.**
3. How many lorries taken off the road? – **see my covering email attached**
4. If reconstruction of port, did it used to deliver this? **Yes but the freight was delivered in smaller boats. As cargo vessels are getting bigger (longer), the port needs to adapt to accommodate. The grant will lead to an increase in volume of existing commodities through the port as well as removing the possibility of some of this traffic reverting to road. It should also allow MPA to attract new business.**
5. Where will shipments come from/go? **The port handles various bulk commodities, primarily from locations in Scotland and England but also Europe, the Baltics and North Atlantic**
6. What size of ship does this mean can go in? Does it e.g. move up a category of ship coming in? Any way to describe that? **See answer to Q9 below**
7. Where is the rest of the cash coming from? – **MPA will fund the difference**
8. Is this the first award of this size for the ports side? Is this any kind of first? **No but as discussed it's the first 'public' announcement of mode shift grant since 2011. But I's steer away from it being a first/biggest etc etc**
9. Will it increase the number of ships attending the dock? **It will increase the capacity of the port as follows:**
 - **Water depth from 8 meters to 9 meters**
 - **Ships from 12,000 DWT to 18,000 DWT**
 - **New aligned berth length of 181 meters, and when combined with existing berths provides uninterrupted frontage of 349 meters**
10. Create any jobs? **No – but will help protect/sustain the 30 FTE jobs at MPA**

11. What is this funding part of? Policy area? **The mode shift grant budget is part of the Future Transport Fund budget**
12. How much given from this policy/funding area historically? **See core brief attached for some general facts and figures**

From: [REDACTED] (TRAN)
Sent: 24 April 2018 15:48
To: [REDACTED]
Subject: Questions

Hi [REDACTED]

Hope you're well.

I've started looking at the press release for the announcement and I would be grateful for your assistance with some questions.

I've listed them here but please feel free to call me and talk me through the answers. If some can't be answered then no worries (I don't want to create a lot of work for you).

Many thanks,

- [REDACTED]
1. How big a difference will this make?
 2. How is the financial benefit calculated?
 3. How many lorries taken off the road?
 4. If reconstruction of port, did it used to deliver this?
 5. Where will shipments come from/go?
 6. What size of ship does this mean can go in? Does it e.g. move up a category of ship coming in? Any way to describe that?
 7. Where is the rest of the cash coming from?
 8. Is this the first award of this size for the ports side? Is this any kind of first?
 9. Will it increase the number of ships attending the dock?
 10. Create any jobs?
 11. What is this funding part of? Policy area?
 12. How much given from this policy/funding area historically?

[REDACTED]
Communications Manager
Transport Scotland

Address1: St Andrews House, 2 Regent Road, Edinburgh EH1 3DG
Address2: Contact and Education Centre, South Queensferry EH30 9SF

Email: [REDACTED]@transport.gov.scot
News Desk: media@transport.gov.scot
Tel: [REDACTED]
Mobile: [REDACTED]
Blackberry: [REDACTED]



Transport Scotland, the national transport agency
Còmhail Alba, buidheann nàiseanta na còmhail

FREIGHT MODE SHIFT GRANTS

Lead Official	Telephone Extension	Last Updated/Checked
		12 March 2018

Despite the availability of budget, only 1 award of FFG has been made since August 2011. Feedback from industry suggests this has been largely due to the economic downturn leading to uncertainties over volumes and a reluctance of companies to take the risk on new investments.

Lines to Take

- **Ministers are committed to encouraging modal shift of freight from road to the more environmentally friendly modes of rail and water**
- **The development of rail freight facilities in Scotland is a matter for the commercial sector**
- **Freight grants team are always happy to meet with any company or group to provide advice and discuss proposals which might be eligible for grant funding**
- **The eligibility requirement to achieve modal shift - that freight transfers from road to rail or water - is fundamental. Any proposed change to this would be wholly incompatible with the state aid approval of these grant schemes and would lead to these schemes no longer operating**

Budget

- 2018/19 FFG Budget £2.25m. MSRS £1 million

Key Facts

- 2016/17 MSRS budget to support 8 rail freight services moving up to 2.5 million tonnes of freightⁱ by rail rather than road. In addition, through FFG funded operations, we will help companies to move around 3.6 million tonnes of freightⁱⁱ, and deliver around £3.2 million in environmental benefits (EBs)ⁱⁱⁱ
- 2015/16 MSRS budget of £725k supported 10 rail flows removing more than 116,000 HGV road journeys^{iv} generating around £7.2 million in EBs^v
- Since 2007, FFG of £9.7 million^{vi} has been invested in 11 freight facilities across Scotland removing over 100 million lorry miles from road^{vii}
- Since 2007, MSRS funding of £8 million^{viii} has encouraged lorries off the roads and reduced emissions, resulting in more than 1 million less HGV road journeys^{ix}

2016 Manifesto Commitment - Through the Freight Facilities grant, we will continue to invest in projects which get goods and services to communities more efficiently.

PfG Commitment - The Scottish Government encourages the transfer of freight from road to more environmentally friendly modes. In 2016-17, we will support eight rail freight services in Scotland, moving around 3.5 million tonnes of freight by rail rather than road. In addition, through freight facilities grant funded operations, we are helping companies to deliver around £3 million in environmental benefits

Background - The Scottish Government operates 4 freight grant schemes (EC State Aid approved) with the aim of encouraging the transfer of freight from road to less environmentally damaging modes of rail or water (where the road option is cheaper), thereby resulting in more sustainable freight movement.

- The Freight Facilities Grant and Ports Mode Shift Grants are capital grant schemes which can provide assistance towards the costs of facilities or equipment required to move freight from road onto rail or water. Any company is eligible to apply for funding as long as they can demonstrate financial need and commit to the transfer of a set amount of freight currently moved by road.

Limits - Grant is limited to the lowest of either (a) the EBs which will be generated by a project or (b) the financial need and capped at 50% of eligible costs. Grant is only given where the commercial decision would be to use road transport, and to the extent that grant tips the balance in favour of rail or water.

- 2 types of Mode Shift Revenue Support (MSRS) is a resource grant scheme which can help companies with the extra operating costs associated with moving freight through Rail MSRS Intermodal (e.g. containers). Or, through MSRS Bulk and Waterways (e.g. aggregates, timber) for non-containerised rail freight and all freight on inland waterways.

Limits - The principal is that the cost of rail or inland waterway is greater than the cost of road haulage – thereby establishing financial need. Grant is limited to the lowest of: the amount asked for by the applicant, the assessed financial need, the value of the EBs achieved or, Minimum VfM (if budget oversubscribed).

- Waterborne Freight Grant (WFG) is a resource grant scheme which can help companies with the operating costs associated with running waterborne freight transport instead of road, where transport by water is more expensive. The grant applies to new coastal and short sea shipping services and can assist a company for up to 3 years.

Limits – Grant is limited to the lowest of: the assessed financial need, the value of EBs achieved, 30% of the total operating costs of the water movement, or, €2m.



Link to Q&A

_ Freight Facilities Grant - FFG - Q&A general - December 2016.obr

ⁱ Erdm doc [redacted] (projected estimated based on 15/16 figs @ 25t per box)

ⁱⁱ Erdm doc [redacted]

ⁱⁱⁱ Erdm doc [redacted]

^{iv} Erdm doc [redacted] (1 train box = 1.2 lorry boxes)

^v Erdm doc [redacted]

^{vi} Erdm doc [redacted]

^{vii} Erdm doc [redacted]

^{viii} Erdm doc [redacted]

^{ix} Erdm doc [redacted] (Based on box figures and assumption in relation to tonnes)

[REDACTED]

From: [REDACTED]
Sent: 11 May 2018 10:26
To: [REDACTED] (TRAN); [REDACTED] (TRANS)
Cc: Press Transport Scotland; [REDACTED] (TRANS)
Subject: RE: Mode Shift Grant - Montrose Port Authority - Press Release - draft 1

[REDACTED]

One small tweak suggested. I spoke with MPA last week and we're still waiting on the acceptance being returned, so you can hold off on the press release until then. I'll let you know once it comes in. I previously sent you their PR contacts should you wish to include a quote from them or discuss their publicity arrangements.



Montrose Port
Authority - pres...

Please let me know if you need anything else.

[REDACTED]

From: [REDACTED] (TRAN)
Sent: 01 May 2018 16:29
To: [REDACTED] (TRANS)
Cc: Press Transport Scotland; [REDACTED] (TRANS)
Subject: Mode Shift Grant - Montrose Port Authority - Press Release - draft 1

Hi [REDACTED]

Please find attached a first draft of the MPA grant press release for review.

Once you are content, can you advise if MPA needs to see it before the Minister/SpAds?

Many thanks,
[REDACTED]

<< File: Montrose Port Authority - press release - draft 1.docx >>

[REDACTED]
Communications Manager

Transport Scotland
Address1: St Andrews House, 2 Regent Road, Edinburgh EH1 3DG
Address2: Contact and Education Centre, South Queensferry EH30 9SF

Email: [REDACTED]@transport.gov.scot
News Desk: media@transport.gov.scot
[REDACTED]

Mobile: [REDACTED]
Blackberry: [REDACTED]

News release

Port of Montrose grant to cut thousands of lorry journeys

Montrose Port Authority lands £1.5m Scottish Government grant

More freight will be taken off Scotland's roads and transported by sea thanks to a £1.5m Ports Mode Shift Grant from the Scottish Government to Montrose Port Authority (MPA).

The money will be added to a £5.9m investment by MPA to introduce a series of improvements which will allow larger cargo vessels to dock at the port.

Over a five-year period, it is expected the move will deliver environmental benefits worth £5.2m through the removal of 1.26m tonnes of freight from our roads and 86,000 HGV lorry journeys in the process.

Port improvements include reconstructing two docks to increase their length, associated utilities work and dredging, which will increase the size of boats berthing from 12,000 to 18,000 Deadweight Tonnage.

The port currently deals with the movement of bulk commodities such as feed barley, oil seed rape, malting barley, ammonium nitrate, potash, lime, animal feed, cement, chains, fuel and waste wood. While most of the vessels using the port are coming from other parts of Scotland and England, some travel from Europe and beyond.

Minister for Transport and the Islands Humza Yousaf said:

"As part of Programme for Government, we have committed to encouraging the transfer of freight from road to more environmentally friendly modes of transport.

"This is a great example of us delivering on that promise and helping Montrose Port Authority deliver millions of pounds of environmental benefits.

"The grant will also safeguard 31 jobs and help the Port of Montrose remain relevant and competitive in the current marketplace, which is seeing an increase in the size of cargo vessels."

The changes to the docks are expected to be completed in summer 2019.

Ends

Background information:

- Money put in by the Scottish Government and Montrose Port Authority takes the total investment to £7.4m
- "Deadweight Tonnage" is a measurement of how much a ship can carry.
- Ports Mode Shift Grant is a capital grant scheme which can provide assistance towards the costs of facilities or equipment to move freight from

road to rail or water. Any company can apply for funding providing it can demonstrate financial need and commit to the transfer of a set amount of freight currently moved by road.

[REDACTED]

From: [REDACTED] (TRAN)
Sent: 18 May 2018 15:02
To: [REDACTED]
Cc: Press Transport Scotland; [REDACTED] (TRANS); [REDACTED] (TRANS); [REDACTED]
Subject: RE: Mode Shift Grant - Montrose Port Authority - draft press release
Attachments: Montrose Port Authority - press release - FINAL.docx

Hi [REDACTED]

The news release has been approved by the Minister. The only change of note is a slight reorganisation of content to put one of the paragraphs under 'Background' which is a common approach with our news releases (see attached).

In terms of a date to make the announcement, I would suggest we put the release out on Monday 28 May, embargoed for Tuesday 29 May, to take advantage of the public holiday.

Can you please confirm if you/MPA are happy for the official announcement date to be Tuesday 29 May?

Many thanks,
[REDACTED]

From: [REDACTED] [mailto:[REDACTED]]
Sent: 16 May 2018 15:01
To: [REDACTED] (TRAN)
Cc: Press Transport Scotland; [REDACTED] (TRANS); [REDACTED] (TRANS); [REDACTED]
Subject: RE: Mode Shift Grant - Montrose Port Authority - draft press release

I will send you some through via WeTransfer as the files are quite large.

Thanks
[REDACTED]

From: [REDACTED]@transport.gov.scot [mailto:[REDACTED]@transport.gov.scot]
Sent: 16 May 2018 12:53
To: [REDACTED]
Cc: media@transport.gov.scot; [REDACTED]@transport.gov.scot; [REDACTED]@transport.gov.scot; [REDACTED]@transport.gov.scot; [REDACTED]@transport.gov.scot; [REDACTED]@transport.gov.scot; [REDACTED]@thinkPR.co.uk>
Subject: RE: Mode Shift Grant - Montrose Port Authority - draft press release

Thanks [REDACTED] – do you have a picture of the port, ideally showing the berth in question, which we could include with our news release?

From: [redacted] [mailto:[redacted]@thinkPR.co.uk]
Sent: 16 May 2018 12:20
To: [redacted] (TRAN)
Cc: Press Transport Scotland; [redacted] (TRANS); [redacted] (TRANS); [redacted]
Subject: RE: Mode Shift Grant - Montrose Port Authority - draft press release

Yes [redacted] that is no problem.

Thanks!

From: [redacted]@transport.gov.scot [mailto:[redacted]@transport.gov.scot]
Sent: 16 May 2018 12:14
To: [redacted]@thinkPR.co.uk>
Cc: media@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@thinkPR.co.uk>
Subject: RE: Mode Shift Grant - Montrose Port Authority - draft press release

Thanks [redacted] – are you happy for me to tweak the wording of that paragraph as follows:

The port currently handles **and stores** chain and anchor for the oil and gas market as well as handling bulk commodities such as feed barley, oil seed rape, malting barley, ammonium nitrate, potash, lime, animal feed, cement, fuel and waste wood. While most of the vessels using the port are coming from other parts of Scotland and England, some travel from Europe and beyond.

From: [redacted] [mailto:[redacted]@thinkPR.co.uk]
Sent: 16 May 2018 12:10
To: [redacted] (TRAN)
Cc: Press Transport Scotland; [redacted] (TRANS); [redacted]
Subject: RE: Mode Shift Grant - Montrose Port Authority - draft press release

Hi [redacted]

It is a service the Port offers to the oil and gas industry.

Thanks

From: [redacted]@transport.gov.scot [mailto:[redacted]@transport.gov.scot]
Sent: 16 May 2018 10:14
To: [redacted]@thinkPR.co.uk>
Cc: media@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@thinkPR.co.uk>
Subject: RE: Mode Shift Grant - Montrose Port Authority - draft press release

Hi [redacted]

I've been looking through the changes and wanted to double-check the meaning of "handles chain and anchor for the oil and gas market"?

Thanks,

From: [redacted] [mailto:[redacted]@thinkPR.co.uk]

Sent: 15 May 2018 16:53

To: [redacted] (TRAN)

Cc: Press Transport Scotland; [redacted] (TRANS); [redacted]

[redacted] (TRANS); [redacted]

Subject: RE: Mode Shift Grant - Montrose Port Authority - draft press release

Hi [redacted]

Please see attached an approved updated release, including a quote from [redacted] - any problems do not hesitate to let me know.

Look forward to hearing from you re the issue date.

Many thanks

From: [redacted]

Sent: 11 May 2018 17:33

To: [redacted]@transport.gov.scot' <[redacted]@transport.gov.scot>; [redacted]

<[redacted]@thinkPR.co.uk>

Cc: media@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot;

[redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot

Subject: RE: Mode Shift Grant - Montrose Port Authority - draft press release

Hi [redacted]

Thank you for sending this over.

We will discuss this with [redacted] and get back to you with any feedback next week.

Have a lovely weekend.

Many thanks

From: [redacted]@transport.gov.scot [mailto:[redacted]@transport.gov.scot]

Sent: 11 May 2018 10:59

To: [redacted]@thinkPR.co.uk>; [redacted]@thinkPR.co.uk>

Cc: media@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot;

[redacted]@transport.gov.scot; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot

Subject: Mode Shift Grant - Montrose Port Authority - draft press release

Hi [redacted]

Hope you're well. Please find attached our press release to announce the investment at Montrose Port Authority.

Could you please check your client is content with the release and forward any quotes you would like included?

Once I have approval from MPA/yourselves and subsequently the Minister I will be back in touch to agree when we make the announcement.

Many thanks,

[Redacted]

[Redacted]

Communications Manager

Transport Scotland

Address1: St Andrews House, 2 Regent Road, Edinburgh EH1 3DG

Address2: Contact and Education Centre, South Queensferry EH30 9SF

Email: [Redacted]@transport.gov.scot

News Desk: media@transport.gov.scot

Tel: [Redacted]

Mobile: [Redacted]

Blackberry: [Redacted]

This e-mail (and any files or other attachments transmitted with it) is intended solely for the attention of the addressee(s). Unauthorised use, disclosure, storage, copying or distribution of any part of this e-mail is not permitted. If you are not the intended recipient please destroy the email, remove any copies from your system and inform the sender immediately by return.

Communications with the Scottish Government may be monitored or recorded in order to secure the effective operation of the system and for other lawful purposes. The views or opinions contained within this e-mail may not necessarily reflect those of the Scottish Government.

Tha am post-d seo (agus faidhle neo ceanglan còmhla ris) dhan neach neo luchd-ainmichte a-mhàin. Chan eil e ceadaichte a chleachdadh ann an dòigh sam bith, a' toirt a-steach còraichean, foillseachadh neo sgaoileadh, gun chead. Ma 's e is gun d'fhuair sibh seo gun fhiosd', bu choir cur às dhan phost-d agus lethbhreac sam bith air an t-siostam agaibh agus fios a leigeil chun neach a sgaoil am post-d gun dàil.

Dh'fhaodadh gum bi teachdaireachd sam bith bho Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu h-èifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

fuel and waste wood. While most of the vessels using the port are coming from other parts of Scotland and England, some travel from Europe and beyond.

- Money put in by the Scottish Government and Montrose Port Authority takes the total investment to £7.4m
- Port improvements include reconstructing two quaysides to increase their capacity, depth alongside and associated utilities work, which will increase the maximum potential size of boats berthing from 12,000 to 18,000 Deadweight Tonnage
- “Deadweight Tonnage” is a measurement of how much a ship can carry.
- Ports Mode Shift Grant is a capital grant scheme which can provide assistance towards the costs of facilities or equipment to move freight from road to rail or water. Any company can apply for funding providing it can demonstrate financial need and commit to the transfer of a set amount of freight currently moved by road.

News release

29/05/18

Port of Montrose grant to cut thousands of lorry journeys

Montrose Port Authority lands £1.5m Scottish Government grant

More freight will be taken off Scotland's roads and transported by sea thanks to a £1.5m Ports Mode Shift Grant from the Scottish Government to Montrose Port Authority (MPA).

The money will be added to a £5.9m investment by MPA to introduce a series of improvements which will allow larger cargo vessels to dock at the port.

Over a five-year period, it is expected the move will deliver environmental benefits worth £5.2m through the removal of 1.26m tonnes of freight from our roads and 86,000 HGV lorry journeys in the process.

Minister for Transport and the Islands Humza Yousaf said: "As part of Programme for Government, we have committed to encouraging the transfer of freight from road to more environmentally friendly modes of transport.

"This is a great example of us delivering on that promise and helping Montrose Port Authority deliver millions of pounds of environmental benefits.

"The grant will also safeguard 31 jobs and help the Port of Montrose remain relevant and competitive in the current marketplace, which is seeing an increase in the size of cargo vessels."

Nik Scott-Gray, chief executive at MPA, said: "We are justifiably proud of our excellent track record across a range of sectors, which, in turn, has led to this significant investment from the Scottish Government.

"Our aim is to create an activity hub, streamlining the support we offer for project work, from chain and anchor inspections to decommissioning activities and offshore wind projects. We have proven our capabilities in the past, and this latest investment is testament to the suitability of Montrose Port and the confidence in the knowledge, skill and value within Scotland's North East."

The changes to the quaysides are expected to be completed in summer 2019.

Ends

Background information:

- The port currently handles and stores chain and anchor for the oil and gas market as well as handling bulk commodities such as feed barley, oil seed rape, malting barley, ammonium nitrate, potash, lime, animal feed, cement,