

SP2026 Manifesto Analysis

# Ports and the maritime sector

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## Purpose, scope and method

### Scope

This analysis examines what the six main parties contesting the 2026 Scottish Parliament election say about ports and the maritime sector. It covers port infrastructure, shipping, shipbuilding, ferries, international trade and exports, fisheries and aquaculture, marine industries, and the relationship between offshore energy and port development.

### Purpose

Rather than look at individual manifestos or the differences between them, I have taken what might be an unconventional approach and looked at commonalities: **where might the parties set aside ideological and tribal politics to work together in the interests of Scotland?**

After all, even if the SNP get a majority it may be a fragile one. The probability remains that throughout or at some point in the parliament, two or more parties will have to work together. That is exactly how the parliament was intended to work. It does on many occasions, but not nearly enough.

There are also a skint public sector and a stagnant economy. We aren't going to solve those issues without more collegiate working.

### Method – please read these important notes

I have not done this as paid or even unpaid work for any client. It has been for my own interest and as a contribution to reframing the conversation between the worlds of politics, business and society. However, I should say that I have a current client in the ports sector and have worked one other port and a ferry operator in a previous role.

It would not have been humanly possible – for your author at least – to read, digest and cross-reference all of the manifesto content and produce a timely report. Therefore I have used a sophisticated AI tool to help before doing a light-touch review and edit of the most important points. **Both AI and human may have made mistakes. Please do not rely on it as definitive.**

Talking points represent my view and are designed to support further discussion and enquiry.

All page references cite the published PDF page number. Page references are not definitive of a party's whole position – that is, they are just signposts to one or more places where policy points are mentioned, not a comprehensive index.

**Parties covered:** Scottish Conservatives, Scottish Labour, SNP, Scottish Liberal Democrats, Scottish Greens and Reform UK Scotland. They are listed in no particular order.

## Cross-party consensus

Ports, maritime policy and international exports receive uneven treatment across the manifestos. Ferries dominate, inevitable. Commercial port strategy, merchant shipping and supply chain logistics are largely absent. On exports, every party has something to say about promoting Scottish goods abroad, but few engage with the structural barriers to market access.

### Broad agreement (four or more parties)

**Domestic shipbuilding should be supported through public procurement.** The Conservatives, Labour and the Lib Dems all commit to sustaining Scottish shipyards through government contracts. The Conservatives would boost investment in Ferguson Marine to attract private ownership (p.37). Labour would establish a long-term procurement plan giving domestic shipyards spending certainty and consistency of design (p.32). The Lib Dems would directly award contracts to Ferguson Marine where appropriate and use their skills strategy to ensure the workforce is available (p.22). The Greens would require trade unions to be consulted at the design stage of new ferry vessels (p.15). The shared premise is that Scottish shipbuilding requires policy support beyond market forces.

**Scotland needs a more active approach to export promotion.** The Conservatives, Labour, SNP and Lib Dems all propose new or expanded mechanisms for selling Scottish goods and services abroad, though they differ on method. The Conservatives would create a dedicated exports division within Growth Scotland (p.30–31). Labour would host an annual Scottish Economic Forum, send businesses on trade delegations via UK embassies, and build diaspora connections (p.28–29, 87–88). The SNP would expand Scotland House consulates to over 40 worldwide (p.43) and create a High Growth Unit targeting international market opportunities (p.39). The Lib Dems want to remove tariffs on key exports like whisky (p.84), promote aquaculture exports (p.84), and champion clean energy export (p.22). The Greens take a values-led approach, proposing to help whisky producers diversify away from the US into more stable markets (p.71). Reform notes Scotland's 20% share of UK food and drink exports (p.13) but proposes no growth mechanism.

**Fisheries require sustainable management and fair UK funding.** The SNP, Lib Dems, Conservatives and Reform all address fisheries, though with different emphases. The SNP commits to data-informed fisheries, remote electronic monitoring and £16 million of investment, while challenging the UK Government's allocation of only 7.78% of the Fisheries and Coastal Growth Fund despite Scotland accounting for 60% of the catch (p.42). The Lib Dems oppose top-down Highly Protected Marine Areas, support partnership-based management, and demand Scotland's fair share of UK funding (p.83-84). The Conservatives pledge multi-annual fishing funding for certainty and oppose Highly Protected Marine Areas (p.75, 77). Reform wants to reduce bureaucracy and optimise fishing opportunities through annual negotiations (p.13). The Greens focus on marine environmental protection rather than the fishing industry per se.

**Scotland's ferry system needs fundamental reform.** The Conservatives, Labour, the Lib Dems and the SNP all commit to modernising the ferry fleet and reforming governance. The Conservatives would merge CMAL and CalMac into a single body and deliver the equivalent of three ferries every two years (p.37). Labour would merge them into a single public ferry agency with local board representation and a long-term procurement plan (p.53). The Lib Dems propose a comprehensive Ferries Bill imposing a rolling 30-year replacement strategy with statutory duties (p.62-63). The SNP commits to building on Project Neptune to improve accountability and efficiency (p.66). Reform proposes a 10-year rolling ferry renewal programme (p.12). The

Greens want all ferry ports brought into public ownership with a funded long-term green fleet replacement strategy (p.15). The consensus on the need for reform is unanimous; the mechanisms differ significantly.

## **Narrower agreement (two to three parties)**

**Ports as strategic assets for the energy transition.** The Greens explicitly propose publicly owned ports as key economic drivers of the energy transition, supporting public buyout of private facilities as an alternative to freeports (p.24). The SNP mentions investing heavily in port infrastructure as part of its ferry and energy programme (p.66). Labour supports transition plans for key industrial sites such as Grangemouth (p.34). The connection between port infrastructure and offshore wind manufacturing capacity is implicit in several manifestos but explicitly stated only by the Greens.

**Offshore wind must not come at the expense of fishing.** The SNP and the Lib Dems both acknowledge tension between offshore wind development and commercial fishing. The SNP commits to balanced policy enabling the sector to flourish while protecting the marine environment (p.42). The Lib Dems call for a new settlement on space-based planning, creating cable corridors and ensuring development is not at the expense of the catching sector (p.84). Reform takes a harder line, proposing to stop any future offshore wind farms which harm fishing grounds (p.13). Labour proposes a new Marine Plan with a spatial rather than sector-specific approach to provide clarity (p.76).

**A ferry link between Scotland and Europe via Rosyth.** The SNP supports investment in Rosyth to deliver a modern Ro-Ro ferry service to Europe, backed by £3 million, positioning Scotland as a gateway for sustainable travel and trade (p.66). The Greens propose reopening the Rosyth to Europe ferry route and exploring links to the Nordics, integrated with Caledonian Sleeper and Eurostar connections (p.15). No other party addresses European ferry connectivity.

## **Talking points**

### **The commercial port sector**

Across all six manifestos, merchant shipping, cargo handling, port logistics and commercial maritime services receive minimal attention. The manifestos focus almost exclusively on ferries, fisheries and renewable energy. Scotland's ports clearly handle significant values and volumes of non-ferry cargo, yet the commercial port sector is treated as a given rather than as a strategic asset requiring policy attention.

That – for me – is astonishing given we have 19,000km of coastline, around 100 inhabited islands, seas six times larger than the landmass, 11 major ports, and 200 smaller ports and harbours, Then there is the role of ports in revitalising disadvantaged coastal communities, the direct and indirect jobs created, the higher-than-average salaries and GVA for maritime workers, and the minor matter of virtually every product our homes, businesses and public services need coming through ports.

A lack of high-profile and political visibility often suits the sector, which – like many in the business world - is mostly happy to quietly keep serving customers, the economy and communities. It's an approach that has its risks though.

### **International exports**

The elephant in the room is customs friction with the EU. Only the Lib Dems name this directly and propose a customs union as the solution (p.13). Labour hints at closer EU relations; the SNP wraps the answer in independence; the Conservatives and Reform are silent. It's a somewhat irrelevant subject, in that none of this is in the Scottish Parliament's gift; except there can be a focus on making the most of the situation we're in.

The Conservatives, Labour and the SNP all propose variations on the same theme: more overseas offices, trade delegations, Brand Scotland promotion and diaspora engagement. These are useful but marginal. Scotland's food and drink sector does not lack name recognition – whisky is one of the most recognised brands on the planet.

None of the parties connects export strategy to port and logistics infrastructure in any meaningful way. If Scotland wants to grow exports, it needs efficient logistics, reliable freight routes and port capacity. The Rosyth-Europe proposals from the SNP and Greens gesture toward this but are framed as passenger and Ro-Ro services rather than freight capacity.

The commercial port sector – the physical infrastructure through which exports actually move – remains a strategic gap across all six manifestos. Also, all businesses need a lower cost base and more certain operating environment.

Promotion cannot be the priority for government: identifying and removing the barriers should be.

### **Ferry governance**

I will keep this brief, because a disproportionate level of attention is already given to this single (but incredibly important) aspect of Scotland's maritime interests. No amount of tinkering with CMAL and Calmac will address the fundamental questions of capital spending on new and upgraded ferries in the short- and long-term. That can only happen with a wider consideration of how to best support coastal and island communities. As ever, there are many interdependencies here with the economy, jobs, housing and public services.

### **Shipbuilding**

Sticking with ferries, in a way, the three parties addressing shipbuilding lean on public procurement as the solution. In my opinion, it is not. Sustained shipbuilding capability requires labour supply, workforce development, supply chain clustering and technological investment.

Even more than that, Scotland is not internationally competitive in this space (I say this without comment on the reasons why). If there were private investors willing to take on Ferguson Marine, or otherwise revitalise Scottish shipbuilding, they would already be there. Also, vessel buyers are not interested in nostalgia.

## At a glance

The table below summarises each party's headline approach to ports and the maritime sector.

Theme	Conservatives	Labour	SNP	Lib Dems	Reform	Greens
<b>Ports strategy</b>	Support freeports (Cromarty Firth, Firth of Forth); explore more with UK Government	Not specified beyond ferries; transition support for Grangemouth	Invest in port infrastructure; £3m for Rosyth Ro-Ro service to Europe	National Freight Strategy moving freight from road to rail; explore new European connections	10-year plan to modernise harbours (no detail)	Publicly owned ports as energy transition drivers; public buyout of private facilities
<b>Shipbuilding</b>	Boost Ferguson Marine to attract private investment; end taxpayer subsidy	Long-term procurement plan with ferry agency; design consistency; spending certainty for yards	Not specified	Direct contracts to Ferguson Marine; skills strategy for shipbuilding workforce	Not specified	Trade union consultation at design stage of new vessels
<b>Ferries</b>	Merge CMAL/CalMac; three ferries per two years; target fleet average age of 14 years	Merge CMAL/CalMac into single public ferry agency with local board; long-term procurement plan	Project Neptune reform; retain Road Equivalent Tariff; remove seasonal fares for islanders	Ferries Bill: 30-year rolling strategy; statutory replacement duties; expanded compensation; Campbeltown-Ayrshire link	10-year rolling renewal; scrap RET; dynamic pricing for tourist vehicles	Public ownership of ferry ports; free ferry fares; green fleet strategy; explore bridges/tunnels
<b>International trade and exports</b>	Dedicated exports division within Growth Scotland; build on SDI	Brand Scotland promotion; trade delegations via UK embassies; annual Scottish Economic Forum; diaspora as export ambassadors; closer UK-EU relations	Scotland House consulates expanded to 40+; High Growth Unit for international markets; EU membership via independence	UK-EU customs union; remove tariffs on whisky; aquaculture export marketing; clean energy export	Notes 20% of UK food and drink exports from Scotland; no growth mechanism proposed	Diversify whisky exports from US to stable markets; ethical trade approach; oppose trade deals undermining standards; Rosyth-Europe route
<b>Fisheries and marine</b>	Multi-annual funding; support aquaculture; oppose Highly Protected Marine Areas	Invest in fish processing; spatial Marine Plan for wind/fisheries clarity; electronic monitoring	£16m investment; balanced wind/fishing policy; challenge UK fund allocation (7.78% vs 60% of catch)	Oppose top-down HPMA's; space-based planning; cable corridors; fair UK fund share; aquaculture as jobs driver	Stop wind farms harming fishing; reduce bureaucracy; annual negotiations	Oppose industrial gill netting; marine environment protection; worker-led transition

Theme	Conservatives	Labour	SNP	Lib Dems	Reform	Greens
<b>Key differentiator</b>	Freeports and private-sector solutions; market-led	Government procurement as industrial strategy; design consistency	Island connectivity subsidy; European gateway via Rosyth; devolution arguments	Statutory long-term planning; EU customs union; community voice in governance	Anti-net-zero; deregulation; fishing over wind	Public ownership; climate-led industrial strategy; worker voice

## Scottish Conservatives

### General thrust

The Conservatives treat ports and maritime affairs as part of their broader economic growth strategy. The party champions freeports as enterprise zones to boost growth and create high-skilled jobs, with emphasis on the two established Green Freeports (Cromarty Firth, Firth of Forth) and openness to more (p.24). Ferries are framed as a public-service failure requiring managerial reform. On exports, the party proposes a structural reorganisation of Scotland's trade promotion machinery. Fisheries and aquaculture are supported as traditional industries. (p.24, 30–31, 37, 75-77)

### Key proposals

- **Freeports:** support rollout of Green Freeports in Cromarty Firth and the Firth of Forth. Work with the UK Government to explore whether new freeports can be set up. (p.24)
- **Ferry reform:** merge CMAL and CalMac into one body to save taxpayers money. Implement a new procurement strategy delivering the equivalent of three ferries every two years, with an aim of reducing the average fleet age to 14 years. (p.37)
- **Ferguson Marine:** boost investment so that private investors would be willing to take ownership, allowing taxpayer subsidies to end. (p.37)
- **Exports:** establish a dedicated exports division as part of Growth Scotland, building on the work of Scottish Development International to boost the sale of Scottish products to the rest of the UK and the world. This is a structural reorganisation of export support machinery but does not address customs, tariffs or regulatory alignment with the EU. (p.30–31)
- **Fisheries:** multi-annual funding to provide financial certainty for fishermen. Support aquaculture with a focus on making fish farming work for local people, other industries and the environment. Oppose Highly Protected Marine Areas. (p.75-77)

### How they propose to fund it

The Conservatives do not quantify costs for ferry reform or fisheries support. The freeports proposal relies on UK Government capital. The hope that private investment will revive Ferguson Marine is presented without risk analysis or contingency. The promise of three ferries every two years is ambitious but uncosted. The emphasis on saving money through CMAL/CalMac merger is unsubstantiated.

## Scottish Labour

### General thrust

Labour frames ports and maritime affairs within an industrial strategy aimed at strengthening domestic manufacturing and supply chains. The emphasis is on embedding social and economic value weighting in public contracts so that more ships, buses and infrastructure are built in Scotland (p.32). On exports, the party has the most developed promotional agenda of any party, combining Brand Scotland marketing, trade delegations and diaspora engagement with a commitment to closer UK-EU relations. Fisheries are positioned as a rural economic asset requiring sustainable management and spatial planning. (p.28–29, 32, 53, 76-77, 87–88)

### Key proposals

- **Ferries and shipbuilding:** merge CMAL and CalMac into a single public ferry agency with local representation on the board and a long-term procurement plan to upgrade Scotland's ageing fleet. Establish a long-term procurement plan for shipbuilding giving domestic shipyards spending certainty about pipelines of work and consistency of design. (p.32, 53)
- **Procurement reform:** embed social and economic value weighting into public contracts, delivering long overdue reforms to Scottish procurement laws so public money delivers public good. (p.32)

- **Exports and trade:** promote Brand Scotland around the world to attract investment and boost exports. Host an annual Scottish Economic Forum to showcase Scottish produce and projects to investors and international markets. Send Scottish businesses on trade delegations, collaborating with the UK Government's embassy network. Review the Scottish Government's existing international offices for value for money and ensure they are located where they can best support export growth. Build stronger connections with the Scottish diaspora as informal ambassadors. Support closer UK-EU relations and ensure Scotland benefits from future agreements. (p.28–29, 87–88)
- **Fisheries and marine:** invest in local abattoirs and fish processing facilities. Prioritise a new Marine Plan with a spatial approach providing clarity for offshore wind, fisheries and coastal communities. Support data-informed fisheries with remote electronic monitoring. (p.30, 76-77)
- **Industrial transition:** support transition plans for key industrial sites such as Grangemouth and Mossmorran. (p.34)

#### *How they propose to fund it*

Labour does not quantify dedicated ports or fisheries budgets. The party commits to at least £220 million annually in government-backed business loans and up to £2 billion in rail infrastructure, which may include some maritime-adjacent elements. The procurement reform and ferry agency are positioned as redirecting existing spending rather than requiring new money.

## **SNP**

#### *General thrust*

The SNP positions ports and maritime affairs within island connectivity and the just transition narrative. Ferries are lifeline services requiring sustained public investment. Fisheries are a strategic sector threatened by UK Government policy on funding allocation. Port infrastructure is framed as enabling Scotland's renewable energy transition and European trade links. On exports, the party offers the most structurally ambitious pitch – a global consular network – but ties its ultimate trade solution to EU membership via independence. The tone is defensive about ferry underperformance and combative toward Westminster on fisheries funding. (p.35, 39, 42–43, 65–67)

#### *Key proposals*

- **Ferry investment and governance:** nine new vessels delivered since 2007 and 12 more currently under construction. Build on Project Neptune to take forward structural reform to improve accountability, transparency and efficiency for lifeline ferry services. (p.66)
- **Island fares:** retain Road Equivalent Tariff as the basis for future fares structure. Remove seasonal ferry fares for islanders in Orkney and Shetland. (p.66)
- **Rosyth European gateway:** £3 million investment to deliver a modern Ro-Ro ferry service from Scotland to Europe, establishing Scotland's position as a gateway for sustainable travel and trade. (p.66)
- **Fisheries:** support sustainable and data-informed fisheries with remote electronic monitoring. Improve fish welfare and streamline consenting for aquaculture innovation. Support wild salmon through the 2023-28 plan. £16 million of investment this year. Challenge the UK Government's allocation of only 7.78% of the Fisheries and Coastal Growth Fund despite Scotland accounting for 60% of the catch. (p.42)
- **Port infrastructure:** invest heavily in port infrastructure, including supporting necessary developments in Rosyth and other facilities. (p.66)
- **Exports and international trade:** expand Scotland House consulates to over 40 worldwide, consolidating Scottish Government and Scottish Development International offices into a single network to open doors for Scottish businesses and secure inward investment. Create a High Growth Unit to identify fast-growth businesses and facilitate access to investment and international market

opportunities. The party's broader position is that EU membership via independence is vital for free trade with the world's biggest single market. (p.35, 39, 43)

#### *How they propose to fund it*

The SNP claims past vessel delivery without specifying total cost. The £3 million for Rosyth is modest. The £16 million fisheries investment is a single-year figure. The challenge to Westminster on the Fisheries and Coastal Growth Fund is a valid grievance but relies on UK Government reversing its decision – no contingency Scottish funding is offered. Port infrastructure investment is mentioned without costings.

## **Scottish Liberal Democrats**

#### *General thrust*

The Lib Dems approach ports and maritime affairs through regulatory alignment with the EU, community empowerment in local decision-making and statutory long-term planning. The Ferries Bill is the party's signature maritime proposal, framing ferries not as a technical problem of aging vessels but as a governance failure requiring statutory duties and community voice. On exports, this is the only party to name the customs and regulatory friction created by Brexit as the primary obstacle to export growth, and to propose a structural solution. The party also provides more sectoral detail on fisheries management, aquaculture and marine spatial planning than any other party. (p.13, 22, 62-63, 67, 79, 81, 83-84)

#### *Key proposals*

- **Ferries Bill:** a rolling 30-year ferry and port infrastructure replacement strategy, renewed every five years and approved by Parliament. New statutory duties to replace vessels and port infrastructure as required. Complete restructuring of the tripartite governance arrangements with community voices at its heart. Expanded compensation scheme for those affected by the ferry failures. Restore the seasonal Campbeltown-Ayrshire link. (p.62-63)
- **Northern Isles:** support replacement and modernisation of internal ferry fleets. Introduce Road Equivalent Tariff on Pentland Firth routes for locals. Retain the Air Discount Scheme. (p.68, 72)
- **Shipbuilding:** directly award contracts to Ferguson Marine where appropriate and possible. Use the skills strategy to ensure the shipbuilding workforce is available. (p.22)
- **Fisheries and marine:** oppose top-down Highly Protected Marine Areas in favour of local partnership management. Support aquaculture as high-quality jobs in fragile communities. Address spatial squeeze between wind and fishing through cable corridors and space-based planning. Demand Scotland's fair share of the UK Fishing and Coastal Growth Fund. (p.83-84)
- **National Freight Strategy:** move freight from road to rail, explore new connections with Europe, and ensure consistency with UK and EU developments. (p.67)
- **Exports and trade:** make it Scottish Government policy to support a bespoke UK-EU customs union, positioned as the single biggest change for trade, growth and cost of living (p.13). Remove unnecessary barriers and tariffs on key Scottish exports like whisky (p.84). Promote aquaculture as a valuable export commodity (p.84). Put Scotland at the heart of the development and export of clean technologies (p.22). Champion Scottish food and drink exports through innovation, better infrastructure and a skilled workforce (p.79).

#### *How they propose to fund it*

The Lib Dems cite £28.6 million delivered through the 2025/26 Scottish Budget for Northern Isles replacement ferries as evidence of fiscal leverage, though this is modest relative to long-term infrastructure needs. The Ferries Bill's statutory replacement duties imply spending commitments without specifying funding sources. The customs union is a UK-level policy change outside Holyrood's direct control.

## **Reform UK Scotland**

### *General thrust*

Reform treats ports and maritime affairs with minimal detail. The party's focus is on deregulation, opposing net zero, and supporting traditional industry – particularly fishing – through opposition to competing uses of marine space. On exports, the manifesto acknowledges Scotland's importance as a food and drink exporter but proposes no growth mechanism. Beyond ferries and fisheries, maritime policy is thin. (p.12-13)

### *Key proposals*

- **Ferry renewal:** 10-year rolling ferry renewal programme to reduce fleet age and improve reliability. (p.12)
- **Fare reform:** scrap the Road Equivalent Tariff and introduce dynamic pricing for large tourist vehicles to subsidise essential travel for islanders. (p.12)
- **Harbour modernisation:** 10-year plan to modernise harbours. No detail on scope, priorities or funding. (p.12)
- **Fisheries:** stop any future offshore wind farms which harm fishing grounds. Reduce bureaucracy. Optimise fishing opportunities through annual negotiations. Develop the next generation of fishermen through apprenticeships. (p.13)
- **Exports:** the manifesto notes that Scotland accounts for 20% of UK food and drink exports and commits to maintaining import standards and blocking illegal meats, but proposes no export growth mechanism, trade infrastructure or market access strategy. (p.13)

### *How they propose to fund it*

Reform provides no cost estimates for its 10-year ferry or harbour programmes. The party's fiscal approach relies on eliminating net zero spending and quango costs rather than specific revenue allocation for maritime infrastructure. The proposal to scrap RET and replace it with dynamic tourist pricing is a subsidy mechanism shift, not new funding.

## **Scottish Greens**

### *General thrust*

The Greens position ports and maritime affairs within climate action, worker protections and public ownership. Ports are strategic assets enabling the energy transition; ferries are lifeline services and climate-critical (replacing private car journeys). The distinctive position is that ports should be publicly owned and used to develop supply chains for renewable manufacturing, not privatised through freeports. On exports, the Greens are the only party to frame trade strategy around geopolitical risk and ethical alignment rather than volume growth. (p.12-15, 24, 71, 81)

### *Key proposals*

- **Public port ownership:** support publicly owned ports as key economic drivers of the energy transition. Support public buyout of privately owned port facilities as an alternative to tax-haven freeports. (p.24)
- **Ferry reform:** bring all ferry ports running lifeline services into public ownership. Develop a funded long-term green fleet replacement strategy for reliable, efficient and zero-carbon services. Ensure trade unions are consulted at the design stage of new vessels. (p.15)
- **Fares and integration:** expand free ferry fares. Introduce ScotCard integrated ticketing with zonal pricing and daily caps across all public transport. Expand rail and sail tickets for island journeys. (p.12)
- **European ferry links:** reopen the Rosyth to Europe ferry route. Explore ferry links to the Nordics and an integrated ticket between the Caledonian Sleeper and Eurostar. (p.15)
- **Island infrastructure:** explore the feasibility of bridges, tunnels and causeways across the sounds of Harris and Barra and in the Northern Isles. (p.14)

- **Exports and trade:** support Scottish whisky producers to shift exports from the United States into more stable markets such as Canada. Take an approach to international trade and investment that combines economic opportunity with human rights – for example, using Scotland’s trade links to hold China to account over the persecution of Uyghurs. Oppose UK trade deals that undermine Scotland’s high environmental and welfare standards. (p.71, 81)
- **Marine environment:** oppose industrial-scale gill net fishing by foreign vessels. Support space-based marine planning. Worker-led transition for oil and gas workers moving into maritime energy roles. (p.77, 24)

#### *How they propose to fund it*

The Greens propose a ‘funded long-term green fleet replacement strategy’ but do not specify funding sources or amount. The commitment to free ferry fares implies substantial ongoing subsidy without costing. The public buyout of port facilities requires capital acquisition funding not detailed. The energy transition framing suggests revenue from renewable energy levies and ScotWind-type proceeds, but no direct connection is made.