Annual Progress Report (APR)

2020 Air Quality Annual Progress Report (APR) for Shetland Islands Council

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

30th June 2021

Local Authority Officer	Ian Taylor
Department	Environmental Health and Trading Standards Dept.
Address	Old Anderson High School, Lovers Loan, Lerwick, Shetland, ZE1 0BA
Telephone	01595 744801
E-mail	ian.taylor@shetland.gov.uk
Report Reference number	SIC AQM-APR 2021
Date	30th June 2021

Executive Summary: Air Quality in Shetland

This report considers local air quality management in Shetland, taking into account relevant policy and technical guidance documents.

Since the council's annual progress report for 2019 there has been fulfilment of projects as detailed in table 2.2 that will have a positive impact on local air quality. Ongoing initiatives for 2020 are also detailed in this table. These too which will result in a positive impact on local air quality and feed into future planning for further carbon reduction within the local authority.

The gradual decline in the offshore oil and gas industry operating throughout the islands together with a continued absence of any major civil works, at this time, will have a positive impact on local air quality. Air transport and infrastructure movements have also seen reduced demand for oil and gas support operations, therefore reducing emissions, while normal passenger transport remains relatively stable. However, significant changes announced within this reporting period regarding the closure of Scatsta airport will also have a further impact in reducing air transport operations within the islands in the years ahead.

Ongoing planning approvals for specific areas of the infrastructure for major wind farm developments has continued to offer the potential significant reductions of fossil fuel generated electricity supplies throughout the islands. Most of the planning and national funding considerations required before the developments can be progressed have been finalised, though no formal announcement has been made as to the commencement of works for these projects.

There are also future projects, including proposals for a new space centre in Unst, being brought to the planning stage that may impact local air quality. These are subject to environmental impact assessments and will be considered for their impacts on local air quality as a part of the normal planning process.

This annual progress report concludes that detailed assessments are not required for any pollutant at this time.

Actions to Improve Air Quality

Shetland Islands Council currently has no AQMA's or action plans and is not undertaking any other air quality related activities. This position is qualified by historic sampling data indicating no exceedances of national air quality objectives are likely to occur within the local authority area. Furthermore, reductions in the oil and gas exploration and process industry and linked reductions in the aviation support for this sector will result in a decrease in pollutants being released to atmosphere. Furthermore, overall reductions can be attributed to a continued downturn in economic activity combined with technical developments within existing local industry to reduced levels of emissions through effective carbon management. These factors combined support the Shetland Islands Council's current position.

Local Priorities and Challenges

Shetland Islands Council is committed to maintaining and improving local air quality within the local authority area. To achieve this goal the Council aims to actively assess all new developments submitted to the local authority planning department to ensure they comply with national air quality objectives and maintaining Shetland's high standard of air quality.

How to Get Involved

To receive information on air quality or to report any concerns, the general public are encouraged to contact:

Environmental Health & Trading Standards Department,
Shetland Island Council,
Old Anderson High School,
Lovers Loan,
Lerwick,
Shetland
ZE1 0BA
Tel: 01595 745250
Email: ehadmin@shetland.gov.uk

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1. Local Air Quality Management

This report provides an overview of air quality in Shetland Islands Council during 2019. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. This Annual Progress Report (APR) summarises the work being undertaken by Shetland Islands Council to improve air quality and any progress that has been made.

Table 1.1 – Summary of Air Quality Objectives in Scotland

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Nitrogen dioxide (NO_2)	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m^3	Annual mean	31.12.2005
Particulate Matter (PM_{10})	50 µg/m^3, not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
	18 µg/m^3	Annual mean	31.12.2010
Particulate Matter ($PM_{2.5}$)	10 µg/m^3	Annual mean	31.12.2020
Sulphur dioxide (SO_2)	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 µg/m^3, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005
Benzene	3.25 µg/m^3	Running annual mean	31.12.2010
1,3 Butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon Monoxide	10.0 mg/m^3	Running 8-Hour mean	31.12.2003
Lead	0.25 µg/m^3	Annual Mean	31.12.2008

2. Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority must prepare an Air Quality Action Plan (AQAP) within 12 months, setting out measures it intends to put in place in pursuit of the objectives.

Shetland Islands Council currently does not have any AQMAs. Shetland Islands Council does not have a published air quality strategy document as past evidence indicates no exceedances exist within the local authority area. This situation may be reviewed in the future.

2.2 Cleaner Air for Scotland

Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) is a national cross-government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution further to protect human health and fulfil Scotland's legal responsibilities as soon as possible. A series of actions across a range of policy areas are outlined, a summary of which is available at https://www.gov.scot/Publications/2015/11/5671/17. Progress by Shetland Islands Council against relevant actions within this strategy is demonstrated below.

2.2.1 Transport – Avoiding travel – T1

All local authorities should ensure that they have a corporate travel plan (perhaps within a carbon management plan) which is consistent with any local air quality action plan. Shetland Islands Council has a number of current plans and initiative designed to reduce carbon use and reliance within the local islands communities. Published in 2015 the Council's Carbon Plan sets out our initial aspirations, objectives and goals for the reduction of carbon usage within the islands. Here is the web link;

https://www.shetland.gov.uk/downloads/file/2719/carbon-management-plan

Further to this, the authority has published an "ECO 3 Statement of Flexible Intent" which aims to facilitate local energy suppliers to fund energy efficiency measures for their customers using the new "Flexible Eligibility" mechanism as set out in the BEIS publication "Energy Company Obligation ECO 3, 2018 – 2022 Flexible Eligibility Guidance, February 2019." The statement of intent is accessible via this web link;

https://www.shetland.gov.uk/downloads/file/2011/eco-flex-statement-of-intent

The Council is a member of Zettrans which held its inaugural meeting on the 20th December 2005, following the introduction of Regional Transport Partnerships by the Transport (Scotland) Act 2005, and a campaign by Shetland to be recognised as a Regional Transport Partnership (RTP) in its own right. In 2018 the Zettrans updated its transport strategy to enable more flexibility in local transport planning whilst also striving to achieve compliance with national environmental goals for transport provision in Scotland. The current transport strategy document can be accessed via the following link;

https://www.zettrans.org.uk/site/assets/files/1100/shetland_transport_strategy_refresh_2018_final-1.pdf

2.2.2 Climate Change – Effective co-ordination of climate change and air quality policies to deliver co-benefits – CC2

Scottish Government expects any Scottish local authority which has or is currently developing a Sustainable Energy Action Plan to ensure that air quality considerations are covered. Shetland Islands Council does not currently have a sustainable energy plan but is in the process of developing a plan that encompasses the elements of sustainable energy which will take local air quality objectives into account.

2.3 National Low Emission Framework (NLEF) Stage 1 Screening Appraisal for Shetland Islands Council

The NLEF[1], which is now part of the review and assessment process for LAQM reporting in Scotland, contributes to the Cleaner Air for Scotland strategy by aiming to improve local air quality in areas where air quality objectives are exceeded, or likely to be exceeded, primarily due to emissions from transport.

The NLEF is directly linked to Air Quality Action Planning (AQAP) for local authorities with Air Quality Management Areas (AQMAs), and will help to identify actions to improve local air quality within AQMAs. The NLEF appraisal takes the form of a two-stage process, as summarised in Table 2.1 overleaf:

Shetland Islands Council currently does not have any AQMAs, and therefore a Stage 1 Screening Appraisal has not been undertaken.

[1] https://www.gov.scot/publications/national-low-emission-framework/pages/2/

Table 2.1 – NLEF Appraisal Process

Stage		Outcome	Actions Required
1	Screening	• Decision on whether to proceed to stage two assessment	• Screening process to identify actions that will benefit air quality within the AQMA • Screening evidence should form part of the Annual Progress Report, with the decision agreed by Scottish Government and SEPA
2	Assessment	• Decision to proceed with introduction of LEZ or identification of alternative transport-related measures required to improve air quality • Stage two assessment report agreed by Scottish Government and SEPA	• NMF approach to support assessment of sources of pollution and options • Quantitative impact assessment (based on predicted change in pollutant concentrations) • Consideration of consequential impacts (e.g. congestion, export of pollution)

2.4 Progress and Impact of Measures to address Air Quality in Shetlands Islands Council

Shetland Islands Council has taken forward a number of measures during the current reporting year of 2019 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2.

The key completed measures are:

- Introduction of Council fleet vehicles tracking system, achieving substantial reduction in fuel usage and thus reductions in target emissions.
- An extension of the primary introduction of EV charging points to greater extend the option of EV uptake throughout the islands group.
- Introduction of kerbside recycling to reduce waste going to incineration and landfill.

- Development and implementation of a waste recycling facility to sort recyclables from the waste stream that would normally be incinerated or land filled, reducing target emissions associated with these forms of disposal.
- Investment in electric fleet vehicles, with options to provide electric pool vehicles for essential car users to reduce overall emissions

Shetland Islands Council expects the following measures to be continued over the course of the next reporting year:

- Replacement of old in-efficient lighting systems within council buildings with modern LED systems to reduce consumption of oil fired generated electricity.
- Renewal of street lighting with low energy LED street lighting units to reduce target emissions
- Continued review of a pool fleet of vehicles provided for council staff against the number of business mile driven ensuring efficient use of pool vehicles.
- The SIC is continuing to promote the Cycle to Work Scheme to encourage the reduced short journey use of staff vehicles when commuting to work.

New reduction measures to be implemented:

The continuation of effective monitoring, reporting and validation of existing reduction measures is essential to evaluate effectiveness of current initiatives and will provide qualified feedback into future policy decisions aimed at achieving further reductions in carbon use as detailed in the carbon management plan. Further to this the appointment of a new Climate Change Strategy Team Leader for the Council has provided a new focus on the current and future strategies designed to reduce the overall carbon use in the islands to achieve a net zero carbon economy within the national time scale. Although this carbon management plan is not strictly focussed on local air quality the measures contained within the plan will have an impact on improving local air quality as it seeks to reduce the Council's reliance on fossil fuels, together with supporting the community in energy reduction initiatives, resulting in reductions in target emissions as detailed in Table 1.1.

Table 2.2 – Progress on Measures to Improve Air Quality

No.	Measure	Category	Focus	Lead Authority	Planning Phase	Implementation Phase	KPI	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Development and introduction of Carbon Management Plan	Policy guidance and development control	Formal Adoption and embedding of local Carbon Management Plan for the SIC	Full Council	April 2015	To April 2020		Target reduction on CO2 tonnes equivalent with an potential reduction in AQM target emissions	Ratified and adopted with ongoing implementation	April 2020	Ongoing
2	Investment and development of the local authority vehicle fleet to low emission vehicles	Vehicle fleet efficiency	Council investment in EV vehicles	Fleet Management Unit	Financial year 2014-2015	Rolling program till 2020. Further expansion of this initiative through 2021		Targeted reduction on CO2 tonnes equivalent with an potential reduction in AQM target emissions	Implemented with option to expand, subject to ongoing review	Rolling program till 2020. Further expansion of this initiative through 2021	Ongoing
3	Investment and development of low energy lighting systems within the local authority's estates infrastructure.	Policy guidance and development control	Replacement of lighting systems within council buildings	Building Services	Financial year 2014-2015	Rolling program till 2018		Target reduction on CO2 tonnes equivalent with an potential reduction in AQM target emissions	Partially complete	Year end 2020	Ongoing
4	Investment and development of low energy street lighting systems within the local authority's area.	Policy guidance and development control	Replacement of old inefficient street lighting throughout the local authority area	Building Services	Financial Year 2016-2017	Rolling program till completed		Target reduction on CO2 tonnes equivalent with an potential reduction in AQM target emissions	Work underway	Year end 2020	Ongoing
5	Introduction of Islands wide kerbside recycling.	Policy guidance and development control	Implementing central Government policy for kerbside recycling. Intended reductions to Landfill and incineration of waste.	Waste management	Year end 2017	Year end 2018		Target reduction on CO2 tonnes equivalent with an potential reduction in AQM target emissions	Complete	Year end 2018	Implemented on schedule, need for monitoring and re-enforcement

No.	Measure	Category	Focus	Lead Authority	Planning Phase	Implementation Phase	KPI	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
6	Construction and commissioning of a waste recycling facility to sort recyclable materials removing them from the disposal routes including incineration and landfill.	Policy guidance and development control	To sort recyclable materials, removing them from the disposal routes normally including incineration and landfill.	Waste management	March 2018	2nd & 3rd Quarter 2019		Target reduction on CO2 tonnes equivalent with a potential reduction in AQM target emission through reductions in burning waste and production of landfill gasses.	Complete	Year end 2019	Building and plant in place, commission-ing complete. Site fully operational
7	Expansion of Councils fleet of pool vehicles for essential car users employed within the local authority.	Promoting low emission transport	Provision of pool transport for essential car users, with low emission vehicles	Fleet management	4th Quarter 2018	1st Quarter 2019 Further expansion of this initiative through 2021		Target reduction on CO2 tonnes equivalent with a potential reduction in AQM target emission through reductions in business miles driven with older less efficient vehicles	Ongoing	Year end 2019	Further expansion of this initiative through 2021
8.	Planning, development and implementation of new Net Zero Route Maps for the local authority area	Policy guidance and development control	Development of a focused and measurable policy designed to achieve net zero carbon for the islands	SIC Environ-mental Services	Q3 & 4 2021	Spring 2022	TBC	Target reduction on CO2 tonnes equivalent to net zero, with a potential reduction in AQM target emission	Ongoing	Spring 2022	The project is currently in the planning stages and will be progressed through the coming year
9.	Devising of locally focused carbon use modelling. Focusing on establishing baseline data collection, analysis and reporting	Policy guidance and development control	Focus on island wide carbon reduction through development modelling systems to aid reduction initiatives	SIC Environ-mental Services	First quarter 2022	Q3 & 4 2022	TBC	Target reduction on CO2 tonnes equivalent to net zero, with a potential reduction in AQM target emission	Ongoing	Autumn 2022	The project is currently in the planning stages and will be progressed through the coming year

No.	Measure	Category	Focus	Lead Authority	Planning Phase	Implementation Phase	KPI	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
10.	Local participation of Scottish government peatland restoration scheme	Policy guidance and development control	Focus on carbon capture through effective peatland management	Scottish government	Q1 2020	Ongoing through 2021		Target reduction on CO2 tonnes equivalent to net zero, with a potential reduction in AQM target emission	Ongoing	2030	Ten year rolling application program
11.	Development of locally focused carbon literacy training, for local businesses and the general public	Policy guidance and development control	Development of a locally focused carbon reduction education program for the general public	SIC Environ-mental Services	Q3 & 4 2021	Autumn 2021		Target reduction on CO2 tonnes equivalent to net zero, with a potential reduction in AQM target emission	Planning phase to commence	Autumn 2022	
12	Proposed development of a Local Energy Hub Project Orion between the SIC and OGTC(Oil & Gas Technologies Centre), also linking with Scottish Hydrogen Fuel Cell Association-SHFCA	Policy guidance and development control	Focus on renewable electricity powering offshore oil and gas platforms from shore and producing industrial quantities of hydrogen	The Council and Highlands and Islands Enterprise	2020-2022	2030		Target reduction on CO2 tonnes equivalent with a potential reduction in AQM target emissions through the production and use of low carbon fuels	Planning stages underway with a project team having been drawn together	2030	This is a long term project aimed at changing the energy market to a sustainable low carbon model
13	Investigation and planning the business case for Fixed Links within the Island group to supersede the use of inter-island ferries for travel between the main isles and the largest populated out islands.	Policy guidance and development control	Focus on major change to infrastructure provision for local inter-island travel	Scottish Government and Shetland Islands council	2021-2022	No timescale decided		Target reduction on CO2 tonnes equivalent with an potential reduction in AQM target emissions			This project is in its early stages, feasibility studies being undertaken

3. Air Quality Monitoring Data and Comparison with Air Quality Objectives

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

This section sets out what monitoring has taken place and how local concentrations of the main air pollutants compare with the objectives.

Shetland Islands Council does not undertake any automatic (continuous) monitoring within the authority's area. This is due to past monitoring results indicating that concentrations were all below the national objectives, thus negating the need for further monitoring.

3.1.2 Non-Automatic Monitoring Sites

Shetland Islands Council does not undertake any non-automatic (passive) monitoring of NO2 within the authority's area. This is due to past monitoring results indicating that concentrations were all below the national objectives, thus negating the need for further monitoring.

3.2 Individual pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for annualisation and bias.

3.2.1 Nitrogen Dioxide (NO_2)

Shetland Islands Council does not undertake any non-automatic (passive) monitoring of NO2 within the authority's area. This is due to past monitoring results indicating that concentrations were all below the national objectives, thus negating the need for further monitoring

3.2.2 Particulate Matter (PM_{10})

Shetland Island Council does not currently carry out monitoring of PM10 due to past monitoring results indicating that concentrations were all below the national objectives, thus negating the need for further monitoring.

3.2.3 Particulate Matter ($PM_{2.5}$)

Shetland Island Council does not currently carry out monitoring of PM2.5 and has no plans for future monitoring.

3.2.4 Sulphur Dioxide (SO_2)

Shetland Islands Council does not undertake any monitoring of SO2 within the authority's area. This is due to past monitoring results indicated that concentrations were all below the national objectives, thus negating the need for further monitoring.

3.2.5 Carbon Monoxide, Lead and 1, 3-Butadiene

Shetland Islands Council does not undertake any monitoring for CO, Lead and 1, 3-Butadiene within the authority's area and has no plans for future monitoring.

4. New Local Developments

4.1 Road Traffic Sources

Shetland has no new transport sources within the local authority area.

4.2 Other Transport Sources

From 30th June 2020, hence during this 2020/2021 reporting period, Scatsta Airport, which mainly functioned to support oil and gas operations in the Norwegian Sea and West of Shetland, ceased to operate as an airport. A downturn in oil exploration combined with the loss of oil worker transport contracts was the main factor affecting its closure. The airport had previously experienced a significant reduction of terminal passenger numbers of 83% from the previous reporting period. Passenger numbers also fell from 109,480 in 2019 to 35,624 in 2020 until the airport's eventual closure on 30th June 2020.

Further to the closure of Scatsta, air transport at Shetlands' remaining airports (Sumburgh & Tingwall), has been severely impacted by the movement restrictions imposed in response to the COVID-19 pandemic. Virtually all movements stopped from February 2020 through to April 2021 with only essential travel being allowed for work or medical reasons. It is not anticipated that air travel will return to pre-pandemic levels for some considerable time yet. This will ultimately be determined by Scottish Government policy on travelling restrictions on the future.

Terminal passenger numbers at Sumburgh have also decreased during 2020, falling from 267,456 in 2019 to 116,745 in 2020 a decline of 56%. Due to the effects of COVID-19 and imposed travel restrictions to and from the islands throughout 2020

and into 2021 it is expected that air travel will remain stagnant and well below the previous year's levels. Looking at freight tonnage, Scatsta, as expected, saw a decrease in freight tonnage move through the airport of 65%, down from 275 tonnes in 2019 to 96 tonnes in 2020. Sumburgh also reported a 48% decrease in freight tonnage, down from 322 tonnes in 2019 to 169 tonnes in 2020. The trend in freight is expected to be similar to that of terminal passenger numbers through 2021 as the ongoing effects of COVID-19 are felt throughout the air transport sector.

Tingwall (Lerwick), Shetland's inter-island airport, has also seen the full effect of COVID-19, reporting a 63% reduction in passenger numbers from 3,309 in 2019 to 1,227 in 2020. No figures are reported for freight tonnage carried on the inter-island air service.

It must be noted that all airports in Shetland have never come close to the specified criteria indicating that a detailed assessment would be necessary and so there is no need for further consideration at this time.

4.3 Industrial Sources

Shetland has no new industrial sources within the local area.

4.4 Commercial and Domestic Sources

Shetland has no new commercial and domestic sources within the local authority area.

4.5 New Developments with Fugitive or Uncontrolled Sources

Shetland has no new developments with fugitive or uncontrolled sources within the local authority area. However, it should be noted that the main ground works for the consented Viking Energy Wind Farm development, (2009/191/ECU) & (2018/335/ECUCON) as well as the associated electricity converter station and interconnector cable facilities (2009/224/PCO) & (2015/302/VCON), commenced in earnest during the early months of 2020.

Due to the nature and area of land this development covers there is a significant amount of land being used to construct unmade haulage roads. This road network has required the opening of borrow pits and cuttings to provide the aggregate necessary for the construction work. As a part of the planning process for this

development the applicant was required to produce a Construction Environmental Management Plan (CEMP) detailing the controls to be implemented to mitigate fugitive emissions generated by the development works. In addition to the developer's own system of monitoring, there has been an ongoing program of compliance monitoring by Shetland Islands Council officers and external auditors to ensure full compliance of all planning conditions relevant this development.

To date no significant substantiated complaints have been recorded pertaining to fugitive emissions from this development.

5. Planning Applications

During the last reporting year the volume of planning applications being submitted for consultation has reduced significantly. This has been mainly due to the impact of COVID-19 and the restrictions imposed as a response to the pandemic.

Of the planning application received by the council only one had the potential to impact local air quality in the local authority area. Application 2021/005/PPF is an application for a vertical launch space port including launch pad complex, satellite tracking station, assembly and integration hangar buildings, with associated security fencing, access, servicing and infrastructure. This is to be built on land at Lamba Ness, Unst, Shetland.

After a review of the Environmental impact assessment and the predictive modelling data for the emissions produced during a launch, combined with assessing all other potential sources emanating from the proposed development, it was deemed that the development would not have a negative impact on local air quality.

6. Conclusions and Proposed Actions

6.1 Conclusions from New Monitoring Data

Shetland Island Council does not currently conduct active or passive air quality monitoring. Historic monitoring data confirms that this local authority area does not have any exceedances and so this negates the need for further monitoring. Therefore, as no new data has been collected, no new AQMAs are being considered.

6.2 Conclusions relating to New Local Developments

Within the Shetland Islands Council local authority area there are a number of ongoing and forthcoming large scale wind farm developments that will impact local air quality in the short term during the construction phases. These impacts should be mitigated by the implementation of effective construction environmental management plans together with ongoing compliance monitoring by Council officers and external auditors. Further to these current and planned developments and the reducing need for appropriate transport infrastructure to support the oil and gas industry, coupled with the ongoing effects of COVID-19; all of these will only contribute in reducing emissions in the medium to long term, both through the reduced use and reliance on fossil fuel for aircraft and supply ship operations and through the eventual generation of cleaner electricity by large wind farm developments.

6.3 Proposed Actions

As in previous annual progress reports, Shetland Islands Council's continues to work on its development strategies and internal efficiency and carbon reduction initiatives. It seeks to further develop the whole islands holistic view to achieving a net zero carbon economy. There will be ongoing monitoring of the identified activities in Table 2.2. This will enable feedback into the Council's efficiency savings process and to ensure that key performance indicators are being achieved. Initiatives will also be continually reviewed and refocussed, where necessary, so that the Council delivers on planned outcomes. Meanwhile, the Council has no plans to introduce any active monitoring of airborne pollutants at this time. Our next course of action will be to submit the 2021 Annual Progress Report by June 2022.

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the LA intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
APR	Air quality Annual Progress Report
AURN	Automatic Urban and Rural Network (UK air quality monitoring network)
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by Highways England
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

1. Shetland Islands Council – Carbon Management Plan 2015 - 2020, Web address; https://www.shetland.gov.uk/downloads/file/2719/carbon-management-plan

2. Shetland Transport Strategy Delivery Plan 2019-2020, Web address; https://www.zettrans.org.uk/site/assets/files/1100/shetland_transport_strategy_refresh_2018_final-1.pdf

3. Shetland Islands Council “ECO 3 Statement of Flexible Intent”, Web address; https://www.shetland.gov.uk/downloads/file/2011/eco-flex-statement-of-intent

3. CAA air passenger and air freight information access via the Civil Aviation Online web data files, web link for air passengers; https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Airport_stats/Airport_data_2020_annual/Table_13_2_Freight.pdf https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Airport_stats/Airport_data_2020_annual/Table_09_Terminal_and_Transit_Passengers.pdf