



## **REPORT**

**To: Harbour Board  
Shetland Island Council**

**29 May 2008  
25 June 2008**

**From: General Manager, Ports & Harbours Operations**

**Report No: P&H-16-08-F**

**Subject: IMO Area to be Avoided Scheme,  
Shetland MCA STS Consultation**

### **1 Introduction**

- 1.1 At the Council meeting held on 14 May 2008, Members requested a report be brought forward on shipping, at anchor, off Quarff and if they were contravening the avoidance areas in Shetland waters.
- 1.2 This report will explain the IMO Area to be Avoided Scheme surrounding Shetland and also request support to a consultation presently being conducted by the Marine Coastguard Agency (MCA) seeking to prohibit ship-to-ship transfers of oil or bunkers at sea, other than within designated harbour areas.

### **2 IMO Area-to-be Avoided Scheme**

- 2.1 It was the Council who persuaded the Government to request that the International Maritime Organisation (IMO) introduce an avoidance area surrounding Shetland Waters.
- 2.2 A ten mile area was originally established and this was increased to twenty miles after Lord Donaldson's report on the Braer in 1995.
- 2.3 The scheme applies to all vessels of 5000 gross tonnes and above, carrying or capable of carrying oil and other liquid hazardous cargoes in bulk.
- 2.4 However, ships of this size and above can enter the Lerwick and Sullom Voe harbour areas and accordingly "Precautionary Areas" were established in the approaches to these ports. See Appendix 1, which shows the IMO scheme for Shetland waters.

### **3 Tankers at Anchor off Quarff**

- 3.1 The ships that can quite often be seen at anchor off Quarff are the two shuttle tankers serving the Foinaven Oil field West of Shetland.
- 3.2 The “ Petronordic” and the “Petroatlantic” are owned by T K Petrojarl and are managed through their Aberdeen office.
- 3.3 Normally they are in ballast waiting to proceed to load cargo from the Fionaven FPSO (Floating Production, Storage and Off take unit.) However, from time to time they are half laden waiting to go to the FPSO to take a second batch of oil. When fully laden they proceed directly to the discharge port from the FPSO.
- 3.4 These are modern double hull tankers with full DP2 (dynamically positioning) systems, run and managed by T K Petrojarl with BP Shipping supervising the operation of the vessels.
- 3.5 They are at anchor within the IMO Precautionary Area and so are abiding by the scheme.
- 3.6 On rare occasions these ships have bunkered in Shetland but to do so they are required to enter harbour in Shetland waters in order to carry out this operation. It is not permitted in open seas. Normally these ships will bunker at their oil discharge port on the continent where bunker fuel is much cheaper.

### **4 MCA Consultation on Ship-to-Ship Transfers of Oil and Bunkers**

- 4.1 The MCA has recently issued consultation documents seeking to restrict STS operations only within designated harbour areas. The main reason is to stop such operations presently being carried out along the Channel coastline and off East Anglia. Full details of the consultation are available on the MCA website at <http://www.mcga.gov.uk/c4mca/mcga07-home/shipsandcargoes/consultations/mcga-currentconsultations/consultations-sts.htm> and a copy of the draft Marine Guidance Note on the draft regulations is attached as Appendix 2.
- 4.2 It is recommended that the Council as Harbour Authority for Sullom Voe, write to the MCA supporting their proposals with the addition of one comment.
- 4.3 There is no mention of the service provider who supplies the STS hoses, fenders and Transfer Master to supervise the STS operations. It is further recommended that the Council advise the MCA that STS service providers should be approved by the Harbour Authority and the appropriate risk assessment is signed off before any STS operation is started.
- 4.4 The closing date for comments to be sent to the MCA is 7 July 2008.

## **5 Financial Implications**

- 5.1 There are no financial implications as a result of this report.

## **6 Policy and Delegation Authority**

- 6.1 Harbour Board has full-delegated authority for this oversight and decision making in respect of the management and operation of the Council's harbour undertakings in accordance with the overall Council policy, revenue budgets and the requirements of the Port Main Safety Code, as described in section 16 of the Council's Scheme of Delegations. A decision of the Council is however required regarding the MCA consultation on STS.

## **7 Recommendations**

- 7.1 I recommend that the Harbour Board recommend to Council that
- 7.1.1 It notes section 2 and 3 outlining the IMO Are to be Avoided Scheme in Shetland waters; and
  - 7.1.2 that the General Manager, Ports and Harbours Operations, write to the MCA in support of their proposals regarding STS transfers of oil and bunkers with the additional comment outlined in section 4.3.









Maritime and Coastguard Agency

MARINE GUIDANCE NOTE

**MGN XXX (M)**

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**Guidance on the Merchant Shipping (Ship-to-Ship Transfer) Regulations 2008**

Notice to all Shipowners, Agents, Masters & Officers on Ships, Harbour Masters, Ship-to-Ship Transfer Operators and Bunkering Operators etc

*This notice should be read with SI 2008 /xxxx*

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**PLEASE NOTE:-**

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

**Summary**

This notice sets out:

- new restrictions regarding transfers between ships of cargo and bunker fuel in UK waters
- considerations for exemptions from the restrictions
- industry guidance on best practice for transfer of cargo

**1. Introduction**

1.1 The Merchant Shipping (Ship-to-Ship Transfer) Regulations 2008 place restrictions on transfers between ship of cargo or bunker fuel that consists wholly or mainly of a hazardous substance in UK waters.

1.2 The legislation is applicable within the United Kingdom's internal waters and territorial seas, namely those waters within the baseline and those waters extending to 12 nautical miles from the baseline.

**2. Application**

2.1 Transfers of cargo or bunker fuel between ships are prohibited, unless the ships are within harbour authority waters (subject to exceptions described in Section 3).

2.2 Transfers of cargo (including where bunker fuel is carried as cargo) between ships within harbour authority waters is subject to the following additional restrictions:

- a) They must be part of a programme of transfers (a planned series of transfers in a specified location or locations) which has been authorised by the relevant harbour authority.
- b) Where harbour authority waters include one or more European Sites (as defined by the Conservation (Natural Habitats, &c) Regulations 1994) it must be established that the programme of transfers would not be likely to have any significant impact upon these sites.
- c) The Harbour Authority must also have obtained the environmental consent of the appropriate authority to the programme of transfers.

Schedule 1 of the Statutory Instrument provides detail concerning assessment of impact on European Sites. Schedule 2 provides detail concerning obtaining environmental consent from the appropriate authority.

### **3. Exceptions**

3.1 Transfers are not subject to the restrictions if they meet the following criteria:

- between a ship and an offshore installation;
- to or from a warship, naval auxiliary ship or other ship owned or operated by a State and used solely, for the time being, on government non-commercial service.

### **4. Exemptions**

4.1 In addition, exemptions to these restrictions will be considered on a case by case basis.

4.2 Further applications for exemption should be made to the Counter Pollution Team of the Maritime and Coastguard Agency. Annex A provides details:

### **5. Industry Guidance / Best Practice**

5.1 It is strongly recommended that transfers of cargo carried out as part of a permitted programme of transfers within harbour authority waters, or carried out outside of harbour authority waters but within the scope of the regulations, owing to exemption from the restrictions, is carried out in line with industry guidance on best practice.

5.2 The following texts are currently considered as best practice:

- Ship to Ship Transfer Guide (Petroleum), 4<sup>th</sup> Edition (2005), ICS/OCIMF  
*ISBN 1 85609 258 5*
- Ship to Ship Transfer Guide (Liquified Gases), 2<sup>nd</sup> Edition (1995)  
*ISBN 1 85609 082 5*

5.3 Further guidance will be issued by the MCA should the above documents be further updated or new best practice be recognised within industry.





## **REPORT**

**To: Harbour Board**

**29 May 2008**

**From: Service Manager – Safety & Risk  
Legal & Administration  
Executive Services**

**REPORT NO: LA-28-F**

### **Driver Training for Employees**

#### **1 Introduction and Background**

- 1.1 Following to the recent fatal accident involving marine apprentices, Harbour Board Members requested a report on the training courses available to staff with the aim of improving their driving skills and ability. This report lays out the options currently offered to/supported by Shetland Islands Council.

#### **2 Links to Corporate Priorities**

- 2.1 This report supports Corporate Priorities in relation to the following sections of the Corporate Plan 2008-20011:

- Section 3 – Sustainable Society – Community Safety – We will reduce the number of people killed or seriously injured as a result of road accidents by 40% by 2010.

#### **3 Current Options**

##### **3.1 Pass Plus**

- 3.1.1 Pass Plus is a national scheme supported by the Council to improve the driving ability of people who have passed their driving test in the preceding 12 months. It is not possible to participate in the scheme if you have held a full UK driving licence for longer than a year. The scheme is optional and take-up is generally quite low amongst younger drivers.
- 3.1.2 The Pass Plus scheme focuses on the driver sitting 6 modules in order to pass (Town Driving; All Weather Driving; Out of Town Driving & rural Roads; Night Driving; Dual Carriageways; Motorways). For Shetland based delegates, only the theory part of the Motorways module can be undertaken. On successful completion of the Scheme, drivers should have considerably more confidence and experience on the roads making them a more able driver. Successful completion of the scheme can also lead to reduced car insurance premiums.

- 3.1.3 The Council subsidises the cost of the Pass Plus Scheme by 50% with the individual paying the remaining 50%. Pass Plus is a voluntary scheme however there is no reason why council departments could not insist on select employees undertaking this course as essential training and meeting the 50% cost from within existing departmental training budgets.

## 3.2 Driver Development Training

- 3.2.1 The Driver Development Training Course is an in-house course designed to improve the driving ability of council staff required to drive as part of their job, irrespective of whether they have use of a council vehicle or use their own and claim mileage. The course has been running for approximately 7 years during which time the impact has been remarkable. The number of driving accidents involving a council driver has reduced by between 50-60% per annum on average as a result.

- 3.2.2. The course consists of a 3 hour classroom based theory session followed a week or so later by a 1 hour practical driving session. Both parts are conducted by an appropriately qualified driving instructor. This course is fully funded by Safety and Risk Services and is available to all members and employees.

- 3.3 In addition to the 2 training courses detailed above, Safety and Risk Services also run a number of driving campaigns for the benefit of staff and members of the public, such as the annual winter driving campaign, driving awareness for the over 50's, anti-drink driving campaigns, etc. Safety and Risk Services have developed a "cradle to grave" approach to Road Safety education and encouragement, ensuring that it is an issue that is highlighted throughout the various stages of a persons life. The aim is to raise awareness and keep road safety as a prominent issue in the minds of all road users.

## 4 Financial Implications

- 4.1 Budget exist within Safety and Risk Services to meet the cost of Driver Development Training for employees, and for 50% of the costs of the Pass Plus Scheme. Departmental training budgets could be used to meet the remaining 50% cost for employees undertaking Pass Plus.

## 5. Policy and Delegated Authority

- 5.1 The Harbour Board has responsibility for oversight and decision making in respect of the management and operation of the Council's harbour undertaking in accordance with overall Council policy and the requirements of the Port Marine Safety Code, and in terms of Section 16 of the Council's Scheme of Delegations. However, the terms of this report are for noting, and no decision is required.

## 6 Recommendations

- 6.1 I recommend that the Harbour Board note the content of this report.



## **REPORT**

**To: Harbour Board**

**29 May 2008**

**From: Administration Manager**

**Report No: P&H-17-08-F**

**Subject: Ports and Harbours Outturn 2007/2008 (first Draft)**

### **1 Introduction**

- 1.1 This report contains a first draft summary as at 10 May 2008, of the net controllable costs for Sullom Voe as administered by Ports and Harbours Operations.
- 1.2 The costs for the spur booms and jetties at Sullom Voe Terminal are not included, as these are fully recharged to BP.

### **2 Link to Council Priorities**

- 2.1 Contributing to Sustainable Economy to ensure Council Resources are maintained at a minimum sustainable level of £250 million.

### **3 Summaries of headings on appendix A**

- 3.1 Employee costs – This covers all salary costs including overtime, pensions, national insurance, island allowance, liability insurance and where applicable shift allowance, pilotage supplement, standby and medicals.
- 3.2 Administration – this covers printing, stationery, advertising, postage, photocopier charges, computer costs, mobile/blackberry costs, training, conference fees, telephone expenses and subsistence.
- 3.3 Property & Fixed Plant – This covers rates, water rates, water meter charges, hire/rent of property, other repair and maintenance energy costs (electricity/heating oil), cleaning materials/contractors and insurance.
- 3.4 Supplies and Services – This covers the costs of purchasing equipment, furniture, subscriptions, books/publications, protective clothing, meal supplies and laundry.

- 3.5 Transports and Mobile Plant - This covers maintenance and running costs of all vehicles, vessels and plant. This includes fuel, repair and maintenance, licences, mileage/travel expenses, dry-dock costs, other hired and contracted services and insurance.
- 3.6 Transfer Payments – This is the grant payable by the SIC to “The Sullom Voe Association” (SVA). The SVA requests funds from members throughout the year to meet the anticipated expenditure of the Association. These costs are met equally between the SIC, BP and Shell.

#### **4 Recharges In**

- 4.1 Appendix B shows recharges to Ports and Harbours Operations for services received from other SIC Departments

#### **5 Financial Implications**

- 5.1 The following table shows the provisional calculation of contribution to be made from the Harbour Account to the Reserve Fund, based on figures as at 10 May 2008:

	£
Expenditure	9,143,580
Income	<u>-13,186,237</u>
<b>Net Contribution to Reserve Fund</b>	<b>-4,042,657</b>

- 5.2 Budget Strategy for 2007/08 anticipated a contribution of £5m from the Harbour Account to the Reserve Fund. As you can see from the table in 5.1, the draft outturn is only anticipating £4m. The impact of this reduction in income will require to be addressed in the Budget Strategy for 2009/10.

#### **6 Policy and Delegated Authority**

- 6.1 The Harbour Board has full-delegated authority for oversight and decision making in respect of the management and operation of the Council's harbour, undertaking in accordance with overall council policy and the requirements of the Port Marine Safety Code (as described in section 16 of the Council's Scheme of Delegation). No policy and Delegated Authority issues to address.

#### **7 Recommendations**

- 7.1 That the Harbour Board note the contents of this report.

**Ports & Harbours Operations 2007/08**

**Sullom Voe**

**Net Controllable Expenditure for Period April 2007 to March 2008 (version 1as at 10th May 2008)**

**Appendix A**

	EMPLOYEE COSTS	ADMINISTRATION	AGENCY PAYMENTS	PROPERTY & FIXED PLANT	SUPPLIES & SERVICES	TRANSPORT & MOBILE PLANT	TRANSFER PAYMENTS	TOTAL EXPENDITURE (12 Months)	TOTAL INCOME (12 Months)	NET TOTAL (12 Months)	ANNUAL BUDGET (12 months)	ANNUAL BUDGET REMAINDER
Sullom Voe	-	40,453.01	6,578.94	451,212.51	15,873.74	178,539.10	-	692,657.30	(6,234,333.60)	<b>(5,541,676.30)</b>	<b>(5,453,916)</b>	<b>87,760.30</b>
B & L - SV	-	-	-	-	-	54,947.39	-	54,947.39	(374,181.13)	<b>(319,233.74)</b>	<b>(40,093)</b>	<b>279,140.74</b>
Pilotage - SV	-	-	-	-	-	-	-	-	(624,196.49)	<b>(624,196.49)</b>	<b>(633,093)</b>	<b>(8,896.51)</b>
Mooring - SV	-	-	-	-	-	-	-	-	(344,371.41)	<b>(344,371.41)</b>	<b>(286,009)</b>	<b>58,362.41</b>
Marine Officers	1,022,302.67	40,624.29	-	-	6,109.94	9,282.72	-	1,078,319.62	(196.60)	<b>1,078,123.02</b>	<b>1,161,727</b>	<b>83,603.98</b>
Launch Crews	1,043,680.79	5,175.03	-	545.04	8,618.38	740.56	-	1,058,759.80	-	<b>1,058,759.80</b>	<b>1,056,465</b>	<b>(2,294.80)</b>
Pollution Cont	-	-	-	-	-	-	-	-	-	-	<b>1,500</b>	<b>1,500.00</b>
SOTEAG	-	-	-	-	-	445.54	-	445.54	-	<b>445.54</b>	<b>2,500</b>	<b>2,054.46</b>
SVA	-	-	-	-	-	512.08	56,595.75	57,107.83	-	<b>57,107.83</b>	<b>78,223</b>	<b>21,115.17</b>
Canteen Servs	19,217.40	775.00	-	1,386.71	28,847.72	99.24	-	50,326.07	(21,648.04)	<b>28,678.03</b>	<b>25,544</b>	<b>(3,134.03)</b>
Port Engineering	444,450.23	7,233.00	-	9,627.79	7,019.91	11,747.99	-	480,078.92	(26,920.19)	<b>453,158.73</b>	<b>622,942</b>	<b>169,783.27</b>
VRM Recharge In	1,279.35	152.98	-	168,772.74	21,194.93	118,971.17	-	310,371.17	(12,667.71)	<b>297,703.46</b>	<b>260,143</b>	<b>(37,560.46)</b>
Pilot/Mooring Boats	-	146.92	-	37,505.19	1,111.23	126,881.30	-	165,644.64	-	<b>165,644.64</b>	<b>187,711</b>	<b>22,066.36</b>
Ports Recruitment	3,046.80	-	-	-	-	-	-	3,046.80	-	<b>3,046.80</b>	<b>17,040</b>	<b>13,993.20</b>
Support Servs	210,588.05	840.61	-	-	-	1,723.04	-	213,151.70	(503.43)	<b>212,648.27</b>	<b>218,318</b>	<b>5,669.73</b>
Port Ops - Man	610,723.53	31,366.47	-	210.95	8,397.29	29,474.10	-	680,172.34	(225.95)	<b>679,946.39</b>	<b>693,159</b>	<b>13,212.61</b>
Admin Building	-	-	-	91,206.96	6,379.27	10,770.63	-	108,356.86	-	<b>108,356.86</b>	<b>107,557</b>	<b>(799.86)</b>
<b>Sub Total</b>	<b>3,355,288.82</b>	<b>126,767.31</b>	<b>6,578.94</b>	<b>760,467.89</b>	<b>103,552.41</b>	<b>544,134.86</b>	<b>56,595.75</b>	<b>4,953,385.98</b>	<b>(7,639,244.55)</b>	<b>(2,685,858.57)</b>	<b>(1,980,282)</b>	<b>705,576.57</b>
Towage Crews	3,042,345.23	19,524.08	-	-	19,652.00	5,978.31	-	3,087,499.62	(5,546,902.96)	<b>(2,459,403.34)</b>	<b>(2,597,573)</b>	<b>(138,169.66)</b>
Tugs		5,236.57	-	89,029.06	240,729.80	755,922.14	-	1,090,917.57	(90.00)	<b>1,090,827.57</b>	<b>1,141,174</b>	<b>50,346.43</b>
Towage Management	7.62	709.00	5,200.00	3.51	4,635.13	1,222.52	-	11,777.78	-	<b>11,777.78</b>	<b>8,400</b>	<b>(3,377.78)</b>
<b>Towage Total</b>	<b>3,042,352.85</b>	<b>25,469.65</b>	<b>5,200.00</b>	<b>89,032.57</b>	<b>265,016.93</b>	<b>763,122.97</b>	<b>-</b>	<b>4,190,194.97</b>	<b>(5,546,992.96)</b>	<b>(1,356,797.99)</b>	<b>(1,447,999)</b>	<b>(91,201.01)</b>
<b>OVERALL TOTAL</b>	<b>6,397,641.67</b>	<b>152,236.96</b>	<b>11,778.94</b>	<b>849,500.46</b>	<b>368,569.34</b>	<b>1,307,257.83</b>	<b>56,595.75</b>	<b>9,143,580.95</b>	<b>(13,186,237.51)</b>	<b>(4,042,656.56)</b>	<b>(3,428,281)</b>	<b>614,375.56</b>

**Ports & Harbours Operations 2007/08****Appendix B****Sullom Voe (Port Operations Management)****Recharges In for Period April 2007 to March 2008 (version 1 as at 10th May 2008)****SERVICE**

Payments	8,074.57
Legal Services	25,086.23
Risk Management	1,773.41
Contract Standards	1,966.38
Insurance	4,304.21
Management Accountancy	18,657.84
Income/Cashiers	5,880.90
Payroll/Pensions	1,791.77
Assets Service Manager	14,306.93
ICT Service Manager	8,279.06
ICT Operations	5,355.02
ICT Network & Technical Supp	9,101.59
ICT Maintenance	5,585.84
ICT Information Services	2,947.34
Personnel PPP/A&S/S&T	10,136.25
Personnel - Job Evaluation	7,639.79
Personnel - Staff Welfare	4,285.26
Personnel-Corporate Training	3,883.90
Communications & Telephony	28,631.16
ICT Technicians	7,126.49
Payroll/Pensions	10,793.29

**TOTAL RECHARGES IN**

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**185,607.23**



## **REPORT**

**To: Harbour Board 29 May 2008**

**From: General Manager**

**Report No: P&H-14-08-F**

**Subject: Ports Project Monitoring Report**

### **1 Introduction**

- 1.1 The most up to date information on all projects is incorporated in this report.
- 1.2 Budget Information is attached as Appendix A.

### **2 Links to Corporate Plan**

- 2.1 Projects in this report would make contributions to the Council's priorities of strengthening rural areas and supporting the local economy.

### **3 Reserve Fund Programme Areas**

#### **3.1 Dock Symbister – RCM 2309**

A request was made at the last Harbour Board meeting, to ascertain indicative costs for various repair methods at the dock. These figures are being prepared, and the Port Engineer will give a verbal report.

Meantime, further surveys and repairs to the recently collapsed section of wall are taking place.

#### **3.2 Tug Replacement Programme - RCM 2313**

First steel is due to be cut in November this year. First constructional drawings and plans are due to arrive shortly for approval.

#### **3.3 Uyeasound – RCM 2314**

All consents have now been obtained and works on site are underway.

A progress meeting was held on site on Tuesday 13 May. Work continues on the slipway, where all pre-cast concrete units have been placed on the seabed. Piling is expected to commence by the end of May as programmed.

Completion is forecast for the end of March 2009.

A request was made at the last Harbour Board meeting, for a more detailed financial report to be given at future meetings. Having discussed the matter

with Capital Projects Unit, it has been decided that such information could be classed as “commercially sensitive”, and should therefore not be discussed in public.

The project is currently both on schedule and on budget.

## **4 Harbour Account**

### **4.1 Plant, Vehicles and Equipment – PCM 2101**

A request was made at the last Harbour Board meeting, for a detailed description of how the budget would be utilised this financial year.

It is proposed that this year’s budget will be used to replace vehicles within the Engineering Service, and there are currently six vehicles that are five or more years old. Of these, it has been decided that three will be replaced (one 4x4 and two vans), and the remaining three are suitable for retention, to be reviewed again next year. The remainder of the budget, added to that carried forward from last financial year, will be used to replace the Port Administration Building standby generator. Ness Engineering has won this Contract.

In an effort to reduce operational costs, two 4x4 vehicles have been replaced with small diesel vans.

### **4.2 Navigational Aids – PCM 2104**

Fitting of a remote operated camera at Scalloway, to link in with current Sullom Voe VTS system is planned but is dependent on the Pathfinder project.

A new radar for Port control has been received and fitted.

Work on the alterations to navigation lights at Scalloway is now in progress.

## **5 Revenue Projects**

### **5.1 Sullom Voe Terminal Jetty Maintenance Contract**

Work continues on the blasting and painting of jetty steelwork.

The installation of the new access tower on Jetty One is complete, and met programme deadlines.

The access tower replacement on Jetty Three is scheduled to commence on 30 May 2008, and the new tower arrived in Shetland on 12 May. A very strict programme is in place for this work, as the handover of the new tower is critical to the overall Schiehallion shutdown, and resumption of business on Jetty Three.

During the shutdown of the Jetty, it is hoped that some of the mooring winches can be replaced as part of the planned renewal of all mooring winches on all four Jetties.

Overall, the Contract is progressing well, in what is the busiest year of maintenance activity since the Jetties were constructed.



Malakoff and Moore are in the final year of their Contract, and a tendering exercise will be undertaken during the last quarter of 2008, with a view to a new 3-year Contract commencing in March 2009

## **6 Other Business**

### **6.1 Warehouse, Scalloway**

A proposal has been put forward for a new warehouse on the old TTF Ltd site at Scalloway. The proposal is for 3 units to store salmon feed. The project is to be funded by Shetland Leasing and Property (SLAP) on the understanding that potential tenants express an interest.

The proposal is being progressed by Messrs Arch Henderson on behalf of SLAP. Additional design work has been undertaken to seek to address some of the concerns of the Planning Service and it is hoped that an application for Planning Consent can be made shortly.

Should the project be completed, SLAP will receive the rent from the site as a return on the investment. Any return to the Harbour will be through Harbour Dues and the passing of salmon feed over the pier

As requested at the last Harbour Board, the area to be occupied by the building has been delineated for viewing by the Members.

### **6.2 Scalloway Dredging**

The Scalloway dredging project has still to be costed and approved by Shetland Islands Council before placement and prioritisation on the Capital programme. However funds have been vired to allow application for the consents to dredge. Natural Capital has been appointed as planning and environmental consultants.

Investigation into the implications under Environmental Impact Assessment (Scotland) Regulations 1999 has concluded that an EIA will not be required. This process has involved consultation with numerous statutory bodies and other interested groups and a formal Screening Opinion was obtained from the Coastal Zone Management Unit. The only outstanding action from this process is to resolve any potential impacts on horse mussel beds that may exist close to the proposed dump site in discussion with Scottish Natural Heritage (SNH). Once resolved, consents under the Food and Environmental Protection (FEPA) Act 1985 and the Coast Protection Act 1949 will be progressed.

The initial seabed survey carried out in March was hampered by poor weather. It is therefore proposed to carry out a further two days of survey work to ensure good coverage of the area to be dredged. C&R Diving has been appointed to carry out the additional survey work to ensure the same process is followed. Timing for the work is dependant on boat, diver and surveyor availability, but it is envisaged that the survey should be completed before mid June. This will be an opportunity to inspect the seabed in the area of the dump site if that assists in resolving any concerns that SNH may continue to have.

### 6.3 Ports & Harbours Projects

A request was made from the previous Harbour Board to provide a list of projects currently underway, future projects and projects requiring consideration. These projects are listed below.

#### **Underway**

Uyeasound Pier	Project to be completed first quarter 2009
Tug Replacement Programme	Vessels due to be delivered first quarter 2010
Plant, Vehicles & Equipment	Rolling Programme
Navigational Aids	Rolling Programme
Dredging Consents, Scalloway	To be completed by July 2008

#### **In “Future Years” of Capital Programme**

Walls Pier

#### **Projects Requiring Consideration**

Scalloway Dredging	
West Pier, Scalloway	Replacement
Water Main, Scalloway	Replacement
Old Breakwater, Symbister	Concrete beam repairs
Pier, Skerries	Concrete beam repairs
Tug Jetty, Sella Ness	Replace cathodic protection system
Administration Building, Sella Ness	Refurbishment of fire doors, lighting, suspended ceilings and flooring.

## **7 Financial Implications**

- 7.1 This report is for information only. There are no financial implications arising from this report.

## **8 Policy and Delegated Authority**

- 8.1 Harbour Board has full delegated authority for the oversight and decision making in respect of the management and operation of the Council's harbour undertakings in accordance with the overall Council policy, revenue budgets and the requirements of the Port Marine Safety Code, as described in Section 16 of the Council's Scheme of Delegations. However, this report is for information only and there are no Policy and Delegated Authority issues to be addressed.

## **9 Recommendations**

- 9.1 I recommend that the Harbour Board note the areas of progress.

Our Ref: RO-PP RM/SM P&H-14-08-F

23 May 2008

## PORTS & HARBOURS - CAPITAL PROGRAMME

SOURCE OF FUNDING	CODE	Project	2008/09 Original Budget £	2008/09 Revised Budget £	Actual to 15/05/2008 £	Variance (Revised Budget Less Actual) £
Reserve Fund	RCM2208	<b>SCALLOWAY DREDGING CONSENT</b>  Works Hired and/or Contracted Services Ext Design & Supervision				0 0 0
		Project Total	0	0	0	0

SOURCE OF FUNDING	CODE	Project	2008/09 Original Budget £	2008/09 Revised Budget £	Actual to 15/05/2008 £	Variance (Revised Budget Less Actual) £
Reserve Fund	RCM2309	<b>PEERIE DOCK, SYMBISTER</b>  Works Hired and/or Contracted Services Ext Design & Supervision	32,000			0 0 0
		Project Total	32,000	0	0	0

SOURCE OF FUNDING	CODE	Project	2008/09 Original Budget £	2008/09 Revised Budget £	Actual to 15/05/2008 £	Variance (Revised Budget Less Actual) £
Reserve Fund	RCM2314	<b>UYEASOUND HARBOUR</b>  Works External Consultants Misc Ext Design & Supervision	2,500,000			0 0 0 0
		Project Total	2,500,000	0	0	0

SOURCE OF FUNDING	CODE	Project	2008/09 Original Budget £	2008/09 Revised Budget £	Actual to 15/05/2008 £	Variance (Revised Budget Less Actual) £
Reserve Fund	RCM2313	<b>TUGS FOR SELLANESS</b>  Works External Consultants Misc Ext Design & Supervision	2,561,600	2,105,100 95,000 361,500		2,105,100 95,000 361,500 0
		Project Total	2,561,600	2,561,600	0	2,561,600

SOURCE OF FUNDING	CODE	Project	2008/09 Original Budget £	2008/09 Revised Budget £	Actual to 15/05/2008 £	Variance (Revised Budget Less Actual) £
Harbour Account	PCM2101	<b>PLANTS, VEHICLES &amp; EQUIP</b>	<b>50,775</b>			
		Works				0
		Purchase of vehicles				0
		Equipment				0
		<b>Project Total</b>	<b>50,775</b>	<b>0</b>	<b>0</b>	<b>0</b>

SOURCE OF FUNDING	CODE	Project	2008/09 Original Budget £	2008/09 Revised Budget £	Actual to 15/05/2008 £	Variance (Revised Budget Less Actual) £
Harbour Account	PCM2104	<b>NAVIGATIONAL AIDS SV</b>	<b>70,000</b>			
		Works				0
		Equipment				0
		Misc				0
		<b>Project Total</b>	<b>70,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

SOURCE OF FUNDING	CODE	PROJECTS	2008/09 Original Budget £	2008/09 Revised Budget £	Actual to 15/05/2008 £	Variance (Revised Budget Less Actual) £
RF	RCM2208	SCALLOWAY DREDGING CONSENT	0	0	0	0
RF	RCM2309	PEERIE DOCK, SYMBISTER	32,000	0	0	0
RF	RCM2314	UYEASOUND HARBOUR	2,500,000	0	0	0
RF	RCM2313	TUGS FOR SELLANESS	2,561,600	2,561,600	0	2,561,600
HA	PCM2101	PLANTS, VEHICLES & EQUIP	50,775	0	0	0
HA	PCM2104	NAVIGATIONAL AIDS SV	70,000	0	0	0
<b>SUMMARY</b>		<b>Projects Total</b>	<b>5,214,375</b>	<b>2,561,600</b>	<b>0</b>	<b>2,561,600</b>



## **REPORT**

**To: Harbour Board**

**From: General Manager**

**Report No: P&H-15-08-F**

**Subject: Port Operations Report**

**29 May 2008**

### **1 Introduction**

- 1.1 This report provides an overview of port operations since the issue of the last Port Operations Report.

### **2 Pilotage**

#### **2.1 Sullom Voe**

- 2.1.1 Since the issue of the last Port Operations Report, pilotage operations have been mainly routine with no major incidents.

- 2.1.2 There are twelve first class authorised pilots for Sullom Voe

#### **2.2 Scalloway**

- 2.2.1 During April there was 1 act of Pilotage.

- 2.2.2 There are twelve authorised pilots for Scalloway. These are the twelve pilots who are also authorised for Sullom Voe.

- 2.2.3 Details of ship visits to Scalloway are shown in Appendix A. Up to date figures will be provided to the next meeting.

#### **2.3 Small Piers and Harbours**

- 2.3.1 Appendix B shows the current actual income for small piers and harbours.

### **3 Staffing – Port Operations**

- 3.1 Appendix C gives the staffing position as at 30 April 2008 showing a total of 134 staff.

## **4 Port Operations**

### **4.1 Sullom Voe**

4.1.1 Appendix D shows the exports and imports at the Port of Sullom Voe.

4.1.2 Appendix E is an abstract of weather delays for April and the cumulative totals for 2008.

### **4.2 Scalloway**

4.2.1 Appendix F shows the fish landing statistics for Scalloway.

4.2.2 Appendix G shows the cargo statistics for Scalloway.

4.2.3 Appendix H shows the summary management accounts for Scalloway.

### **4.3 Small Piers and Harbours**

4.3.1 Appendix I shows the summary management accounts for other small piers and harbours.

## **5 Shipping Standards**

The following incidents have occurred since the last report.

### **5.1 Ship Incidents**

5.1.1 On 29 April 2008, the Indian tanker Amba Bhanavee had a main engine failure in the vicinity of No. 3 buoy shortly after sailing from Jetty 2. Two additional tugs were immediately mobilised to assist ensuring that the situation was controlled at all times. The fault was traced to the cooling water system which was rectified after about one hour allowing the vessel to proceed on passage.

### **5.2 Pollution Incidents**

5.2.1 There were no incidents during this period

## **6 STS Marketing to London and Aberdeen, 5<sup>th</sup> - 8<sup>th</sup> May**

6.1 The General Manager and the Area Manager of GAC OBC held a series of 8 meetings in London and Aberdeen with the major oil traders who use STS on a regular basis.

6.2 The General Manager will give a verbal report to the Harbour Board.

## **7 Policy and Delegated Authority**

7.1 The Harbour Board has full delegated authority for oversight and decision making in respect of the management and operation of the Council's harbour undertaking in accordance with overall Council policy and the requirements of the Port Marine Safety Code as described in Section 16 of the Council's Scheme of Delegation. The purpose of this report is to inform members on port operations which fall within the responsibility of the General Manager of Ports & Harbours Operations and does not seek any decision. However, this report is for information only and there are no Policy and Delegated Authority issues to address.

## **8 Financial Implications**

8.1 There are no financial implications arising from this report.

## **9 Recommendation**

9.1 This report is for noting.





**SCALLOWAY 2008**  
**Number of Vessels and GT Totals**

**APPENDIX A**

	UK	UK	FOREIGN	FOREIGN	STANDBY/	STANDBY/	COMMERCIAL	COMMERCIAL	UK	UK	FOREIGN	FOREIGN	CRUISE	CRUISE	SALMON
	COMM	COMM	COMM	COMM	OIL RELATED	OIL RELATED	(DISC RATE)	(DISC RATE)	FISHING	FISHING	FISHING	FISHING	SHIPS	SHIPS	CAGES
	VISITS	GT	VISITS	GT	VISITS	GT	VISITS	GT	VISITS	GT	VISITS	GT	VISITS	GT	VISITS
JANUARY	2	103	5	10685	5	3738	1	2064	4	717	0	0	0	0	2
FEBRUARY	2	70	11	11262	2	1798	1	1717	4	861	0	0	0	0	11
MARCH	2	1000	15	8160	2	1805	1	2064	10	2289	0	0	0	0	15
APRIL	5	2154	4	3695	2	2250	3	6192	5	710	0	0	0	0	0
MAY															
JUNE															
JULY															
AUGUST															
SEPTEMBER															
OCTOBER															
NOVEMBER															
DECEMBER															
	11	3327	35	33802	11	9591	6	12037	23	4577	0	0	0	0	28

**SCALLOWAY 2008**  
**Number of Vessels and GT Totals**

**APPENDIX A**

UK	UK	FOREIGN	FOREIGN	SIC	LIFE	L/HOUSE			
YACHT	YACHT	YACHT	YACHT	VESSEL	BOAT	TUG& MISC		TOTAL	TOTAL
VISITS	GT	VISITS	GT	VISITS	VISITS	VISITS		VISITS	GT
0	0	0	0	0	0	10		29	17307
0	0	0	0	0	0	2		33	15708
0	0	0	0	1	0	3		49	15318
0	0	1	5	1	1	1		23	15006
								0	0
								0	0
								0	0
								0	0
								0	0
								0	0
								0	0
								0	0
0	0	1	5	2	1	16		134	63339

**Small Piers/Harbours Received  
April 2007 to March 2008**

**APPENDIX B**

	Baltasound	Collafirth	Cullivoe	Fair Isle	Hamnavoe	Mid Yell	Out Skerries	Symbister	Toft	Uyeasound	Walls	West Burrafirth	Scalloway
Metered Water Charge	0	0	0	0	0	0	0	0	0	0	0	0	(15,916.05)
Equipment and Plant Hire	0	0	0	0	0	0	0	0	0	0	0	0	(2,377.02)
SalmonTender Dues	0	0	0	0	0	0	0	0	0	0	0	0	0
Comp Annual Dues	(1,444.45)	(3,190.18)	(3,130.56)	0	(984.22)	(753.17)	(1,267.53)	(11,480.88)	(183.70)	0	(2,141.88)	(1,099.15)	(21,446.01)
Fish Landing Dues	0	(1,085.01)	(43,960.32)	0	0	(40.82)	(30.65)	(16.54)	0	0	0	(1,044.16)	(87,665.03)
Salmon Landing Dues	(4,165.13)	0	0	0	0	(61,019.53)	0	(608.39)	0	0	0	0	(169,397.57)
Hire of Net Bins	0	0	0	0	0	0	0	0	0	0	0	0	(1,390.87)
Storage Charges	(1,136.06)	0	(4,754.96)	0	0	0	0	(278.47)	0	0	(165.48)	(146.40)	(39,583.28)
Net Storage on Pier	0	0	0	0	0	0	0	0	0	0	0	0	0
Wharfage Charges	(1,624.92)	(269.82)	(3,030.93)	0	0	0	0	(81.02)	(12.94)	0	(32.63)	(20.16)	(53,325.52)
Other Staff Time Charge	0	0	0	0	0	0	0	0	0	0	0	0	(428.26)
Pleasure/Fishing Boat Dues	(2,066.99)	(985.85)	(1,454.76)	0	0	0	0	0	0	0	(8.51)	(186.54)	(5,821.85)
Ship Commercial Dues	(3,681.23)	(92.40)	(8,813.28)	0	0	0	0	(2,266.45)	(8.40)	0	0	(6.47)	(165,647.30)
Yacht Period Dues	(270.12)	0	0	0	0	0	0	(153.55)	0	0	0	(6.47)	(48.34)
Salmon Cages Dues	0	0	(474.04)	0	0	0	0	0	0	0	0	0	(7,974.58)
Cruise Ships	0	0	0	0	0	0	0	0	0	0	0	0	0
Dues on Shellfish Landings	0	0	0	0	0	0	0	(104.00)	0	0	(251.57)	(104.00)	(2,538.96)
Metered Electricity	0	0	0	0	0	0	0	0	0	0	0	0	(12,805.57)
 Income Harbour Activities	 (14,388.90)	 (5,623.26)	 (65,618.85)	 0	 (984.22)	 (61,813.52)	 (1,298.18)	 (14,989.30)	 (205.04)	 0	 (2,600.07)	 (2,613.35)	 (586,366.21)
 Phone Call Reimbursed	 0	 0	 0	 0	 0	 0	 0	 0	 0	 0	 0	 0	 (60.60)
Sale of Equipment	0	0	0	0	0	0	0	(170.21)	0	0	0	0	(680.84)
Finance Lease Income	0	0	(65.00)	0	0	(250.00)	0	(350.00)	0	0	0	0	(22,781.75)
Miscellaneous Income	0	0	0	0	0	0	0	0	0	0	0	0	(5,490.97)
 Income - Other	 0	 0	 (65.00)	 0	 0	 (250.00)	 0	 (520.21)	 0	 0	 0	 0	 (29,014.16)
 TOTAL INCOME	 (14,388.90)	 (5,623.26)	 (65,683.85)	 0	 (984.22)	 (62,063.52)	 (1,298.18)	 (15,509.51)	 (205.04)	 0	 (2,600.07)	 (2,613.35)	 (615,380.37)



**Staffing Position – 30 April 2008**

<b><u>Post</u></b>	<b><u>Established Posts</u></b>	<b><u>Actual</u></b>	<b><u>Comments</u></b>
General Manager	1	1	
Marine Officer/Pilots	12	12	
Operations Manager – Ports	1	1	
Operations Manager – Marine	1	1	
Port Safety Officers	2	2	
Launch Crew Skippers	9	9	
Launch Crew Deckhands	13	13	
Tug – Masters	13	14	1 Temp Acting Up, 1 Temp Contact & 1 long Term sick
Tug - Chief Engineers	12	12	
Tug - 2 <sup>nd</sup> Engineers	8	8	
Tug - Mates	12	12	1 Temp Acting Up & 2 Temporary contracts
Tug – Mate	1	1	Long Term Sick (TUPE)
Tug - GPRs'	4	4	3 Temp contracts
Assistant Pier Masters (Scalloway)	3	3	
Full Time Harbour Assistant	1	1	
Part Time Harbour Assistants	9	8	
Administration Manager	1	1	
Finance Assistants	4	4	
Clerical Assistant	4	4	
Cook	1	1	

Superintendent Engineer – Marine	1	1
Superintendent Engineer – Ports	1	1
Maintenance Planning Engineer	1	0
Engineering Supervisor	1	1
Electrical Engineer	3	2
Marine Engineer	3	3
Welder/Fabricator	2	2
Maintenance Engineer	1	1
Engineering Assistant	4	4
Apprentice – Electrical	1	0
Apprentice – Mechanical	1	0
General Assistant	2	2
Store Keeper	1	1
Storeman	1	1
Senior Stores Assistant	1	1
Stores Assistant	1	1
Driver	1	1
Total	138	134

	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
<b>Brent Exports</b>													
No of Vessels	7	9	7	4									27
GT	385257	578442	434890	345807									1744396
Cargo C/Wise	240413	249318	83610	323443									896784
Cargo Foreign	317837	542472	594982	162357									1617648
<b>Schiehallion Exports</b>													
No of Vessels	4	3	4	5									16
GT	233268	181107	233440	307974									955789
Cargo C/Wise	169560	0	0	82701									252261
Cargo Foreign	175493	267924	358333	379210									1180960
<b>Joint Exports</b>													
No of Vessels	0	0	0	0									0
GT	0	0	0	0									0
Brent C/Wise	0	0	0	0									0
Brent Foreign	0	0	0	0									0
Schiehallion C/Wise	0	0	0	0									0
Schiehallion Foreign	0	0	0	0									0
<b>Schiehallion Imports</b>													
No of Ships	6	6	4	4									20
GT	443313	443313	292261	295542									1474429
Schiehallion C/Wise	379405	340595	279470	234644									1234114
<b>Clair Exports</b>													
No of Ships	2	2	2	2									8
GT	124804	110466	119577	132451									487298
Cargo Coastwise	88024	87168	90809	90827									356828
Cargo Foreign	938689	90212	90717	90899									1210517
<b>Ship to Ship Imports</b>													
No of Ships	0	0	0	0									0
GT	0	0	0	0									0
STS Crude C/Wise	0	0	0	0									0
STS Crude Foreign	0	0	0	0									0
<b>Ship to Ship Exports</b>													
No of Ships	0	0	0	0									0
GT	0	0	0	0									0
STS Crude C/Wise	0	0	0	0									0
STS Crude Foreign	0	0	0	0									0
<b>Ship To Ship Joint Exp</b>													
No of Ships	0	0	0	0									0
GT	0	0	0	0									0
STS Crude C/Wise	0	0	0	0									0
STS Crude Foreign	0	0	0	0									0
Brent C/Wise	0	0	0	0									0
Brent Foreign	0	0	0	0									0
Schiehallion C/Wise	0	0	0	0									0
Schiehallion Foreign	0	0	0	0									0
<b>Propane Exports</b>													
No of Vessels	0	0	0	0									0
GT	0	0	0	0									0
Propane C/Wise	0	0	0	0									0
Propane Foreign	0	0	0	0									0
<b>Butane Exports</b>													
No of Vessels	0	0	0	0									0
GT	0	0	0	0									0
Butane C/Wise	0	0	0	0									0
Butane Foreign	0	0	0	0									0
<b>Joint Exports</b>													
No of Vessels	0	1	0	0									1
GT	0	35190	0	0									35190
Propane C/Wise	0	0	0	0									0
Propane Foreign	0	8962	0	0									8962
Butane C/Wise	0	0	0	0									0
Butane Foreign	0	12499	0	0									12499





## Ports &amp; Harbours Operations

**Abstract of Weather Caused Delays at 30 April 2008**

	Monthly Totals			Cumulative Totals		
	Days	Hours	Mins	Days	Hours	Mins
Berthing Suspension	03	04	00	25	07	42
Unberthing Suspension	00	00	00	00	00	00
Loading Suspension	00	00	00	00	00	00
Boatwork Suspension	03	16	00	08	20	00
Pilotage Suspension	00	05	00	00	05	00
Helicopter Usage	00	00	00	00	00	00
Tug/Pilot Standby	00	07	54	01	13	18
Total Disruption - all Causes	05	00	00	25	07	12
Actual Delays Due to Weather	01	07	30	13	21	42



**Fish Landing Statistics - Scalloway  
2007/2008**

**APPENDIX F**

<b>FISH LANDINGS - SCALLOWAY</b>		<b>APRIL</b>	<b>MAY</b>	<b>JUNE</b>	<b>JULY</b>	<b>AUG</b>	<b>SEPT</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MARCH</b>		<b>TOTAL</b>
Fish Landed Through Market (Boxes)		1440	2559	4523	3572	2655	6203	7117	6004	5756	4660	3669	9000		<b>57158</b>
Consigned Fish (Boxes)		0	0	0	0	0	0	280	185	615	0	0	0		<b>1080</b>
Mackerel Landings		0		0	293.25	313.5	0	0	0	0	0	0	0		<b>606.75</b>
<b>TOTAL NO OF BOXES - (Boxes)</b>		<b>1440</b>	<b>2559</b>	<b>4523</b>	<b>3572</b>	<b>2655</b>	<b>6203</b>	<b>7397</b>	<b>6189</b>	<b>6371</b>	<b>4660</b>	<b>3669</b>	<b>9000</b>		<b>58238</b>

<b>DUES PAID ON FISH LANDINGS</b>		<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>	<b>PERIOD</b>		
<b>(Rate = £0.025 per £1.00 Value)</b>		<b>00/01</b>	<b>00/02</b>	<b>00/03</b>	<b>00/04</b>	<b>00/05</b>	<b>00/06</b>	<b>00/07</b>	<b>00/08</b>	<b>00/09</b>	<b>00/10</b>	<b>00/11</b>	<b>00/12</b>		<b>TOTALS</b>
LHD Ltd		1307.72	658.67	8583.54	4659.89	6179.26	4981.37	11755.94	9685.08	7733.42	16447.70	8091.04	3973.93		<b>84057.56</b>
Other (Consigned Fish)		580.38	0	907.35	0	0	0	0	0	648.80	631.55	574.10	0.00		<b>3342.18</b>
Mackerel Landings		0	0	0	0	12.53	252.76	0	0	0	0	0	0.00		<b>265.29</b>
<b>TOTAL FOR LEDGER PERIOD</b>		<b>1888.10</b>	<b>658.67</b>	<b>9490.89</b>	<b>4659.89</b>	<b>6191.79</b>	<b>5234.13</b>	<b>11755.94</b>	<b>9685.08</b>	<b>8382.22</b>	<b>17079.25</b>	<b>8665.14</b>	<b>3973.93</b>		<b>87665.03</b>



**Scalloway Harbour  
Wharfage Charges 2007/2008**

**APPENDIX G**

<b>WHARFAGE - Imports</b>		<b>APRIL</b>	<b>MAY</b>	<b>JUNE</b>	<b>JULY</b>	<b>AUG</b>	<b>SEPT</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MARCH</b>		<b>TOTAL (tonnes)</b>
Inward - Tonnes (Misc)		1730.500	884.440	596.230	808.607	36.000	1515.565	99.500	0.000	0.000	213.388	0.000	1000.000		6884.230
Salmon Nets - Tonnes (In)		30.000	40.000	75.000	70.000	35.000	35.000	15.000	50.000	50.000	65.000	35.000	30.000		530.000
Fish Feed - Tonnes (In)		367.000	370.000	411.000	168.000	289.000	48.000	23.500	0.000	168.000	48.000	0.000	164.000		2056.500
<b>TOTAL CARGO</b>		<b>2127.500</b>	<b>1294.440</b>	<b>1082.230</b>	<b>1046.607</b>	<b>360.000</b>	<b>1598.565</b>	<b>138.000</b>	<b>50.000</b>	<b>218.000</b>	<b>326.388</b>	<b>35.000</b>	<b>1194.000</b>		<b>9470.730</b>

<b>WHARFAGE - Exports</b>		<b>APRIL</b>	<b>MAY</b>	<b>JUNE</b>	<b>JULY</b>	<b>AUG</b>	<b>SEPT</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MARCH</b>		<b>TOTAL (tonnes)</b>
Tonnes (Misc)		179.000	231.000	0.000	1404.000	793.000	145.000	286.000	480.000	231.000	337.000	220.000	159.000		4465.000
Ice Loaded		0.000	0.000	173.140	0.000	0.000	242.340	0.000	0.000	399.130	0.000	0.000	285.230		1099.840
Gas Oil Bunkers		0.000	361.942	880.930	226.046	447.896	1829.897	0.000	0.000	1163.107	502.424	152.007	1961.923		7526.172
Fish Feed		573.500	810.500	880.000	1488.750	1879.000	1170.000	1505.570	1475.500	960.000	339.500	393.500	500.000		11975.820
Salmon Nets		16.000	16.000	18.000	20.000	0.000	6.000	0.000	8.000	10.000	4.000	0.000	18.000		116.000
<b>TOTAL</b>		<b>768.500</b>	<b>1419.442</b>	<b>1952.070</b>	<b>3138.796</b>	<b>3119.896</b>	<b>3393.237</b>	<b>1791.570</b>	<b>1963.500</b>	<b>2763.237</b>	<b>1182.924</b>	<b>765.507</b>	<b>2924.153</b>		<b>25182.832</b>



**Other Small Piers/Harbours  
(Part 2 - Harbours)  
Summary Management Accounts - Revenue  
April 2007 to March 2008**

**Appendix I**

	<b>Annual Budget 2007/2008</b>	<b>Actual April 07 to March 08</b>	<b>Variance (Adverse)/Favourable</b>
All Income	(42,525)	(150,752.70)	108,227.70
<b>Total Income</b>	<b><u>(42,525)</u></b>	<b><u>(150,752.70)</u></b>	<b><u>108,227.70</u></b>
Employee Costs	29,106	25,124.22	3,981.78
Agency Payments	245	1,240.20	(995.20)
Property And Fixed Plant	59,582	46,997.28	12,584.72
Supplies and Services	11,459	1,908.30	9,550.70
Transport and Mobile Plant	22,775	11,156.63	11,618.37
Administration	-	-	-
<b>Total Expenditure</b>	<b><u>123,167</u></b>	<b><u>86,426.63</u></b>	<b><u>36,740.37</u></b>
<b>Net Revenue Expenditure/(Income)</b>	<b><u>80,642</u></b>	<b><u>(64,326.07)</u></b>	<b><u>144,968.07</u></b>

NB Financing Costs and Recharges are not included in the above figures, as these are dealt with separately at the year end. The above is "controllable costs".

**SCALLOWAY HARBOUR**  
**Summary Management Accounts - Revenue**  
**April 2007 to March 2008**

Appendix H

	Annual Budget 2007/08	Actual April 07 to March 08	Variance (Adverse)/Favourable
Fish Landing Dues	(30,000)	(87,665.03)	57,665.03
Other Dues/Charges	(204,175)	(556,226.69)	352,051.69
<b>Total Income</b>	<b>(234,175)</b>	<b>(643,891.72)</b>	<b>409,716.72</b>
Employee Costs	170,672	182,756.61	(12,084.61)
Administration	23,700	22,997.82	702.18
Agency Payments	1,000	1,164.19	(164.19)
Property and Fixed Plant	107,187	74,711.14	32,475.86
Supplies & Services	12,260	4,477.95	7,782.05
Transport and Mobile Plant	67,919	79,622.70	(11,703.70)
<b>Total Expenditure</b>	<b>382,738</b>	<b>365,730.41</b>	<b>17,007.59</b>
<b>Net Revenue</b>			
<b>Expenditure/(Income)</b>	<b>148,563</b>	<b>(278,161.31)</b>	<b>426,724.31</b>

NB Financing Costs and Recharges are not included in the above figures, as these are dealt with separately at the year end. The above are "controllable costs"