

Harbour Board
Council Chamber, Town Hall, Lerwick
Thursday 6 November 2008 at 10.00am

Present:

A T J Cooper	A T Doull
I J Hawkins	J H Henry
F A Robertson	C Smith
J Tait	

Apologies:

L Boswell	E L Fullerton
R S Henderson	R C Nickerson

In Attendance (Officers):

J Dickson, General Manager
P Gray, Superintendent Engineer - Marine
A Inkster, Port Engineer
R Moore, Operations Manager, Marine
S Summers, Administration Manager
L Geddes, Committee Officer

Chairperson:

Mr A T J Cooper, Chairperson of the Board, presided.

Circular:

The circular calling the meeting was held as read.

Declarations of Interest:

None.

Minutes:

The minute of the meeting held on 29 May 2008 was confirmed.

It was noted that the time stated for the conclusion of the meeting was incorrect.

Members' Attendance at External Meetings – Update

There was nothing to report.

29/08 Port Project Monitoring Report

The Board noted a report by the General Manager, Ports and Harbours Operations (Appendix 1).

Dock, Symbister – RCM 2309

The Port Engineer advised that Arch Henderson were still of the opinion that it would not be possible to take temporary measures, but that they had put him in touch with Groves-Raines Architects in Edinburgh who were conservation specialists, and had previously worked with Shetland Amenity Trust. They had been very helpful and were willing to have discussions and a site visit when they were next in Shetland in December. He advised that he would report any updates to the next meeting, but pointed out that Groves-Raines were aware of the details of the project and had advised that it would not be as simple a project as the Hays Dock project as the Dock was built differently.

The Chairperson said that if the structure was to be retained, as was the wish of the community, it would be necessary to stabilise it first and this would be a challenge. In response to a query, he confirmed that no decision had been made to fill in the dock and that the Board was still exploring options to stabilise the structure. It was questioned if there would be any possibility of a community group securing external funding, given that the community viewed the Dock as an important part of Whalsay's fishing heritage. The Chairperson advised that the Dock formed part of the harbour infrastructure, and that it would be difficult to remove it from this. However it was important to commence discussions with Groves-Raines in the meantime to find out the potential costs of stabilising the dock.

The Port Engineer advised that Groves-Raines were very aware of external funding opportunities and, in response to a query, said that the safety barrier had not yet been put in place. He had felt it would be appropriate to leave this until after Groves-Raines' visit so that they could have full access.

The Chairperson said that he felt it was important that safety barriers were erected as soon as possible.

Concern was expressed regarding the landing craft that was currently moored in the dock, as it could possibly be damaging the pier structure, and the Port Engineer agreed to speak to the Pier Master to see if he could find out who the owners were in order to get it moved.

Tug Replacement Programme – RCM 2313

The General Manager advised that he had just returned from progress meeting number three in Valencia and that most of the outstanding technical issues had been resolved. However another meeting had been arranged for 19 November in order to discuss some issues further with VOITH and their control engineers, Bosch. There was no change to the contract price and the contract was on schedule. A model of one of the tugs was being built in the new year, and a second after the tugs were complete and photographs could be taken.

Uyeasound – RCM 2314

The General Manager provided an update to the meeting (copy attached as Appendix 1A) and the Board noted that the project was on schedule and within budget, but that tarmac would not be laid until next Spring when weather conditions were better. It was hoped the jetty would be operational by the end of December.

Navigational Aids – PCM 2104

The General Manager advised that trials would be carried out using the radar system to measure swell height at the pilot station.

Scalloway Dredging

The Board noted this project still had to be costed and approved before it could be placed and prioritised on the Council's Capital Programme. The Environmental Impact Assessment was not now required, and a lot of the preparation work had taken place should funding become available.

Ports and Harbours Projects

The Chairperson pointed out that the Council was currently in the process of prioritising its Capital Programme for the following year, and that the Ports and Harbours projects would be dealt with in the report being presented to the

Infrastructure Committee. However he felt that it was important that Members of the Board were able to discuss the report before it was presented to the Infrastructure Committee. As the report had not been finalised in time for the meeting today, he proposed that a special meeting of the Board should be held prior to the Infrastructure Committee meeting on 18 November in order to discuss the prioritisation of Ports and Harbours projects.

Board members unanimously agreed.

Sullom Voe Terminal Jetty Maintenance Contract

The Port Engineer advised that there had been 18 expressions of interest, and 11 responses to the questionnaire that had been sent out. The next step would be to select the contractors to receive the tender documents, and the new contract would be in place on 1 March 2009.

30/08

Port Operations Report

The Board noted a report by the General Manager, Ports and Harbours Operations (Appendix 3).

The General Manager summarised the main terms of the report, and drew the Board's attention to the incidents detailed in paragraphs 5.1 and 5.2 of the report.

With regard to the pollution incident at Sullom Voe Terminal, BP had been carrying out major works on its drainage system and were hoping to incorporate some of the work into the Jetty Maintenance Contract. The pollution incident in Scalloway had been dealt with quickly, and a pit had been dug to act as a catchment area.

The General Manager went on to say that the Schiehallion Field was still suffering from technical problems and production levels were quite low. As budgets had been based on the Schiehallion projections, there would be a lot of ground to be made up in income terms from Schiehallion import and export vessels. A two-month shutdown had been allowed for, but it had actually ended up being almost a five-month shutdown.

The Chairperson said that the costs for operating the harbour would ultimately have to be paid by ship owners, and therefore there would probably have to be a further increase in charges. He went on to say that the contract would end in 2010, and he expected negotiations on a new contract to commence early next year. Whilst he felt that Shetland was offering a good service and he hoped that they would continue to use Sullom Voe, it had to be recognised that there was more than one option available.

In response to a query, the Chairperson also advised that the Council had a team looking at alternative uses for Sullom Voe Terminal, and he hoped that some further information could be provided at the next meeting.

Some discussions took place regarding fish landings at Scalloway, and it was noted that fishing vessels were being directed to Scalloway as Lerwick Fishmarket was struggling to cope with the current level of landings. The Chairperson said that it would be useful for closer co-operation to take place between the Council and Lerwick Port Authority in order to encourage vessels to keep landing in Shetland.

31/08

Retirement – Captain J Dickson, General Manager - Ports and Harbours Operations

The Chairperson advised that this was the General Manager's last meeting of the Harbour Board before his retirement. He thanked him for his long period of service to the Council which had started when he had been appointed to the position of Oil Pollution Officer. He went on to say that he had always found him to be honest and frank in his dealings with officers and the public, and that he was always available to assist.

On behalf of the Board, the Chairperson wished Captain Dickson a long and happy retirement.

The meeting concluded at 10.55am.