



## REPORT

To: **Infrastructure Committee**

**05 October 2010**

From: **Waste Services Manager  
Environment and Building Services  
Infrastructure Services Department**

### LANDFILL TAX - REQUESTS FOR FUNDING

#### **1 Introduction**

- 1.1 The purpose of this report is to provide information on an application for Landfill Tax funding and to seek a decision of the Committee on the approval of the application and delegated authority for the Executive Director – Infrastructure Services or his nominee to determine future applications.

#### **2 Links to Council Priorities and Risk**

- 2.1 Links to the Corporate Plans targets and priorities for sustainable use of resources and to be world renowned as a clean green island.
- 2.2 There are no risks to the Council associated with this report. However there is an opportunity to fund a local project with money that would otherwise be lost to Shetland.

#### **3 Background**

The Council's funding criteria for applications from environmental bodies is as follows:

- 3.1 The application must be from an environmental body registered with ENTRUST (mandatory).
- 3.2 The project/work for which funding is being sought, must have received the approval of ENTRUST (mandatory). Which can include the following –
- The remediation or restoration of land, which cannot now be used because of a ceased activity that used to take place there.

- The reduction, prevention or mitigation of effects of pollution that has resulted, or may result, from an activity, which has now ceased.
- The provision, maintenance or improvement of a public park or other general public amenity.
- The conservation of a specific species or a specific habitat where it naturally occurs.
- The repair, maintenance or restoration of a Place of Worship or a Place of Architectural Importance.
- The provision of financial, administrative or other similar services by one organisation enrolled with ENTRUST to another.

3.3 All projects/work must be Shetland based (Council discretion).

3.4 Projects must have a positive overall impact, which should include evidence of the projects impact on the Shetland environment (Council discretion).

3.5 The projects/works aims and outputs must be consistent with the policy decisions and planned strategies of the Council (Council discretion).

## 4 Applications

The department has received 1 application for funding and this is as follows:

4.1 St Magnus Episcopal Church - (Enrolment No 960456.001)

- St Magnus Episcopal Church – Tower Repairs Project - requesting £20,000 towards a project costing £68,140.80.

4.2 The project involves the repair and replacement of corroded beams, without which movement and cracking of masonry will occur. This is additional unforeseen work at the time the Council contributed £12,000 to the restoration project (Min Ref – PB 25/09) copy attached in appendix 2..

## 5 Financial Implications

5.1 Landfill Tax for the period April 2010 – June 2010 was £108,000, giving an estimated tax liability for 2010/2011 financial year of £432,000. Landfill Operators can contribute a maximum of 5.5% of their landfill tax liability, and reclaim 90% of this contribution as a tax credit. The remaining 10% must be paid by the Landfill Operator, or third party.

5.2 Landfill Tax Information

Estimated 2010/11 Tax Liability

432,000

|  |        |
|--|--------|
| 5.5% can be contributed (maximum)                    | 23,760 |
| 90% can be reclaimed as tax credit                   | 21,384 |
| 10% Must be paid by Landfill Operator or third party | 2,376  |

#### Application Information

|                        |        |
|------------------------|--------|
| Total Amount Requested | 20,000 |
|------------------------|--------|

|                                    |        |
|------------------------------------|--------|
| 90% can be reclaimed as tax credit | 18,000 |
| 10% To be paid by the Council      | 2,000  |

- 5.3 The Council approved a £12,000 grant for the restoration of St Magnus Church (Min Ref – PB 25/09) and this will be used as the Council's contribution for this project, therefore no further Council budget is needed to enable the use of landfill tax community funds.

## **6 Policy and Delegated Authority**

- 6.1 The Infrastructure Committee has delegated authority to approve contributions to environmental bodies meeting the criteria given in section 3 (Minute reference ES/20/97, SIC 90/97 and 199/99).
- 6.2 The Infrastructure Committee has full delegated authority to act on all matters within its remit, as outlined in Section 12.0 of the Council's Scheme of Delegations, and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision.

## **7 Conclusion**

- 7.1 The applications meet the Council funding criteria.
- 7.2 The Council's existing contribution to the project enables us to provide an additional £18,000 funding for an environmentally beneficial project conserving a historical building.
- 7.3 It is recommended that delegated authority be given to the Executive Director - Infrastructure Services or his nominee, to approve future applications for grant, that meet the conditions stipulated in section 3 of this report on a first come first served basis.

## **8 Recommendations**

I recommend that the Infrastructure Committee:-

- 8.1 Approve the provision of funding of the project listed in Section 3 subject to the grant conditions given in Appendix 1.
- 8.2 Give delegated authority to the Executive Director - Infrastructure Services or his nominee, to approve future applications for Landfill Tax Funding, that meet the conditions stipulated in section 3 of this report on a first come first serve basis.



**LANDFILL TAX - FUNDING APPLICATION**

**Grant Conditions**

The grant is offered for the purpose of funding the St Magnus Church Tower Repairs Project as approved by the Infrastructure Committee on [Date and Minute Reference] and is subject to the following grant conditions:

- (a) That the grant is accounted for within 4 months of the end of the funding period by an Income and Expenditure Statement and Balance Sheet showing how the grant was applied and what surplus remains (if any). The funding period should be 1 year from the date of acceptance of the grant.
- (b) Shetland Islands Council may, at its sole discretion, recover any monies not spent for the purpose of the grant at the end of the funding period unless further approval for the use of the grant has been sought and given in advance.
- (c) That the grantee undertakes to spend the grant, and any interest earned thereon, solely in the interest of Shetland and its inhabitants for the grant purpose specified and to demonstrate to the satisfaction of Shetland Islands Council that the grant has been so applied.
- (d) That the grantee makes every effort to obtain external financing which might further reduce the sums presently sought from the Council or increase the overall value of the project(s).
- (e) That the grantee accounts for the application of the grant in quarterly Income and Expenditure Statements.
- (f) That the grantee reports progress of achievement towards the project's aims and objectives in quarterly progress reports in a format to be determined by the Executive Director - Infrastructure Services.
- (g) That the grant offer letter is accepted and returned within 6 weeks of the offer date.
- (h) That in the event of any of the foregoing conditions being breached the grant may be repayable in whole or in part at the discretion of the Shetland Islands Council.





## REPORT

To: **Infrastructure Committee**

**05 October 2010**

From: **Waste Services Manager  
Environment and Building Services  
Infrastructure Services Department**

### CHARGES FOR HIRE OF HOOKLIFT CONTAINERS AND HOOKLIFT VEHICLE

#### **1 Introduction**

- 1.1 The purpose of this report is to seek approval for levels of charges for the hire of hooklift containers and the hooklift vehicle for the disposal of waste.
- 1.2 These are not new charges, the charges were not included in the list of charges set by the Council in February 2010 (Min. Ref. 15/10) and as such require a Committee decision to comply with Council policy.

#### **2 Links to Council Priorities and Risk**

- 2.1 Business efficiency.
- 2.2 Failure to approve a charge for this service could affect our ability to recover income.

#### **3 Background**

- 3.1 There is a need to establish a charge for the hire of hooklift containers and hooklift vehicle in a similar manner to the existing charges set for skip hire, recognising the increased volume available in hooklift containers.
- 3.2 It is proposed to set a charge of £7.56 (excl VAT) per week for hire of a container and £38.50 (excl VAT) per hour for the operation of the hooklift vehicle including driver.
- 3.3 The charges are set to recover costs and are comparable with market rates.
- 3.4 The disposal costs are in addition to any hire costs.

- 3.5 In future these charges will be included in the annual review of charges presented to Council by the Head of Finance.
- 3.6 This vehicle is fully employed on operations at the landfill and energy recovery plant and therefore hires will be restricted to premises that specifically require large volume containers for their waste and will be subject to container availability.

#### **4 Financial Implications**

- 4.1 There are no financial implications arising out of this report, income generated has already been budgeted for in this financial year.

#### **5 Policy and Delegated Authority**

- 5.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit, as outlined in Section 12.0 of the Council's Scheme of Delegations, and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision. However, the setting of charges requires a decision of the Council (Scheme of Delegation 9.2).

#### **6 Conclusion**

- 6.1 Setting of charges relating to waste services requires a decision of the Council on a recommendation from the Infrastructure Committee.

#### **7 Recommendation**

I recommend that the Infrastructure Committee recommends to the Council that it :

- 7.1 Approve the charges outlined in section 3.

Report No: ES-26-10-F



## **REPORT**

**To: Infrastructure Committee**

**05 October 2010**

**From: Waste Services Manager  
Environment and Building Services  
Infrastructure Services Department**

**Policy Manager  
Organisational Development**

### **OVERVIEW OF CARBON REDUCTION STRATEGY**

#### **1 Introduction**

- 1.1 The UK Climate Change Act 2008 and the Climate Change (Scotland) Act 2009 provide legally binding targets for the UK Government and Scottish Ministers and impose climate change duties on local authorities to contribute to meeting those targets for Local Authorities. The UK Government Carbon Reduction Commitment carbon-trading scheme began in March 2010, and is mandatory.
- 1.2 The Climate Change (Scotland) Act 2009 sets targets of reducing greenhouse gas emissions to 42% of baseline in 2020 and 80% of baseline in 2050. The Act places a duty on public bodies relating to climate change. The duties require that a public body must, in exercising its functions, act:
  - in the way best calculated to contribute to delivery of the Act's emissions reduction targets;
  - in the way best calculated to deliver any statutory adaptation programme; and
  - in a way that it considers most sustainable.
- 1.3 The Local Government in Scotland Act, 2003, placed a duty on Local Authorities to secure Best Value and to deliver this in a way that contributes to the achievement of sustainable development.
- 1.4 In addition to the legislative drivers for carbon reduction the Council has a number of existing policies such as the Sustainable Development Implementation Plan 2006, Shetland Islands Council Energy Policy, Shetland Islands Council Environmental Policy, Procurement, Recycled Content, the Climate Change Declaration and other policies such as reduction in fuel use all of which contribute to the same aims of

achieving sustainable development, reducing environmental impacts and addressing climate change issues.

- 1.5 With the transfer of the Council's Energy Unit to Environment and Building Services there is an opportunity to review existing policies and plans and to develop a strategy to consolidate environmental sustainability, energy and carbon reduction in one strategy document.
- 1.6 The purpose of this report is to outline the scope of this strategy and the timetable for development.

## **2 Link to Corporate Priorities and Risk Management**

- 2.1 Links to the Corporate Plans targets and priorities for sustainable use of resources and to be world renowned as a clean green island.
- 2.2 Many of the issues to be addressed in the strategy are a statutory duty. There are also significant opportunities for efficiency savings through both technical solutions and behavioural change. Failure to provide an appropriate strategy document and implementation plan with suitable governance and accountability incorporated within it will mean statutory compliance and savings are unlikely to be achieved or demonstrated and the financial cost to the Council in penalties may be significant (yet to be quantified).

## **3 Scope**

- 3.1 As the lead partner in Community Planning the Council must not only consider its own direct emissions but must also lead by example to influence the wider community.
- 3.2 It is proposed that the Strategy document will support a culture of carbon efficiency within the Council and the Shetland community, through the following:
  - Energy Use, including:
    - Buildings energy.
    - Infrastructure energy (street lighting etc.).
  - Transport, including:
    - Fleet Fuel (Vehicles and Vessels)
    - Business Mileage
    - Booked Transport (air, rail etc.)
    - Commuting by staff members (not home working).
  - Waste, including:
    - Office Waste
    - Industrial Waste.....
  - Procurement

- 3.3 The strategy will consider the use of all resources to which a carbon measurement can be applied to seek to reduce financial and environmental costs both in current and future service provision.

## **4 Proposal**

- 4.1 With the transfer of the Energy Unit to Waste Services and the assistance of the Policy Manager there is an opportunity to co-ordinate a single strategy and cultural change programme throughout the Council to ensure that we achieve the financial savings and carbon reduction targets required.
- 4.2 Waste management has gone through a similar process of change, greater regulation and focus on improving environmental impacts, to the extent waste is now considered as a resource.
- 4.3 As the predominant work of the service has now changed it is proposed that we change the name of the service from Waste Services to Environment & Energy Service to reflect the scope of services provided.
- 4.4 A key part of the Carbon Reduction Strategy will be the establishment of an appropriate governance structure to approve and monitor deliverables across all Council services, the establishment of roles and responsibilities for those delivering the Carbon Reduction Programme but also to define the responsibilities of all levels of staff within the Council with regard to carbon and environmental sustainability.
- 4.5 The strategy will also include the financial and environmental targets to be achieved, an action plan which will provide specific, measurable, achievable, realistic and timetabled actions to be delivered and where needed the cost benefit analysis of the programme.
- 4.6 In order to be successful a strategy of this nature will require the commitment and support of both Members and senior officials and this will be addressed in the governance proposals.
- 4.7 Some of the key deliverables from the Strategy will be:
- Governance Structures to progress the strategy.
  - Processes and Procedures, including the integration of carbon into the Council's existing financial systems and relevant policies.
  - Monitoring and Reporting Arrangements
  - Clear Communications to support and motivate progress and a programme of awareness raising and training.

- Services will have reduced their carbon emissions year on year, putting the Council on track to meet the 2050 targets. In most cases this will result in financial efficiency savings.

4.8 It is proposed to have a draft strategy in place and ready for approval by December 2010.

## **5 Financial Implications**

5.1 There are no financial implications arising from this report. It is recognised that some investment will be required through the provision of more efficient plant and equipment and as such is regarded as a “spend to save” initiative. Discussions are ongoing with other services including Building Maintenance and Transport, to develop proposals and it can be expected that these will deliver efficiency savings.

## **6 Policy and Delegated Authority**

6.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit, Section 12.0 of the Council’s Scheme of Delegations, and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision.

## **7 Conclusion**

7.1 A combination of new legislative requirements, limited progress on existing policies and the transfer of the Energy Unit to Environment and Building Services have provided an opportunity to consolidate and co-ordinate efforts to deliver environmental sustainability and carbon reduction for Shetland, with a clear priority of ensuring that the Council itself leads by example.

7.2 The strategy and implementation plan for carbon reduction will deliver carbon and financial savings.

7.3 It would seem appropriate to change the name of Waste Services to reflect the wider role undertaken by its staff.

## **8 Recommendation**

8.1 I recommend that the Infrastructure Committee :

- (a) Approve the change in name of Waste Services to Environment & Energy Service; and
- (b) note the scope, timetable and deliverables intended to form part of the Carbon Reduction Strategy.

Report Number : ES-25-10-F



## **REPORT**

**To: Infrastructure Committee**

**6 October 2010**

**From: Head of Transport**  
**Infrastructure Services Department**

### **Scottish Ferries Review – Response to Consultation Document**

#### **1. Introduction**

- 1.1. This report presents a draft response to the Scottish Government's Scottish Ferries Review Consultation Document which was published on 10 June 2010.
- 1.2. There is a similar report being presented to this meeting of the Infrastructure Committee covering the separate response required to the Scottish Government's Northern Isles Ferry Services Consultation Document.
- 1.3. The closing date for responses is 30 September 2010 but the Government has given consent to Shetland Islands Council to submit their response as soon as possible after this meeting of the Infrastructure Committee recognising this was the first opportunity to fully consider their response.
- 1.4. Members are asked to discuss and agree the draft response and delegate authority to the Head of Transport, in consultation with the Chairperson of the Infrastructure Committee, to approve the final response and issue it to the Scottish Government as soon as practicable after this meeting of the Committee.

#### **2. Links to Council Priorities**

- 2.1. The Council's Corporate Plan states *"Shetland's communities are scattered and have a diverse set of needs. To best address those, we must have sustainable road, sea and air transport systems, both internal and external, that ensure everyone is able to access the places, services and opportunities they need."*

#### **3. Risk Management**

- 3.1. Although there are no risks arising directly from this report it is worth noting at this stage that the capacity, frequency, reliability and cost of external transport links to and from Shetland are paramount to Shetland's overall aim "To Maintain the Number of Economically Active People Throughout Shetland".

- 3.2. To achieve this there is an implicit need to generate more diverse opportunities in Shetland and continue to reverse the predicted trend of population decline.
- 3.3. We can already see that there are constraints on both sea and air links, principally in relation to capacity and cost, which must be addressed if Shetland is to be able to generate new economic opportunities and grow its population. Failure to do so will be a significant risk to Shetland's capacity to deliver its economic and social objectives.
- 3.4. Therefore this consultation process on the Scottish Ferries Review is one of the most significant factors for Shetland Islands Council to consider at this time.

#### **4. Background**

- 4.1. The Scottish Government has been undertaking a review of Scottish Ferry Services since October 2008.
- 4.2. During that time a substantial amount of research, engagement and consultation with various sectors has taken place.
- 4.3. This has culminated in the preparation of a Consultation Document that the Scottish Government has taken to Local Authorities, Communities, Operators, wider Agencies, etc. to seek views and opinions on what the Scottish Government should take into account in the preparation of its Draft Scottish Ferries Plan which will cover a period up to and including 2022.
- 4.4. To give the context and for ease of reference I have attached as Appendix 1 the Introduction to the Consultation Document by the Minister for Transport, Climate Change and Infrastructure and the Executive Summary.
- 4.5. The full Consultation Document is available on the Scottish Government's website at: -  
  
<http://www.scotland.gov.uk/Resource/Doc/935/0099972.doc>.
- 4.6. The consultants' reports which informed the Consultation Document can be found at:-  
  
<http://www.scotland.gov.uk/Topics/Transport/ferries-ports-canal/14342/Review>.
- 4.7. To inform the responses to the consultation a workshop was held on Tuesday 14 September 2010 to which all Shetland Islands Council Members, ZetTrans Members and ZetTrans advisers were invited.
- 4.8. Attendees considered 33 questions contained in a consultation questionnaire and from the workshop the draft responses given in Appendix 2 were developed.

## **5. Draft Response**

- 5.1. Appendix 2 contains the output from the workshop in the form of draft responses to each of the questions in the consultation questionnaire.
- 5.2. Members are invited to review the draft responses and provide any additional input.
- 5.3. Any further input will be included in a final version of the response and, subject to the delegation of authority by the Infrastructure Committee, the Head of Transport in consultation with the Chairperson will finalise the response and issue it to the Scottish Government as soon as practicable after this meeting.

## **6. Financial Implications**

- 6.1. There are no financial implications arising from this report.

## **7. Policy and Delegated Authority**

- 7.1. Matters relating to provision of transportation services and infrastructure are delegated to the Infrastructure Committee as part of its remit in Section 12 of the Council's Scheme of Delegation.

## **8. Recommendations**

I recommend that the Committee: -

- 8.1. provides feedback on the draft response
- 8.2. delegates authority to the Head of Transport, in consultation with the Chairperson, to approve the final response and issue it to the Scottish Government as soon as practicable.

Report Number: TR-34-10-F



## APPENDIX 1

### Introduction from Stewart Stevenson Minister for Transport, Infrastructure and Climate Change



Scotland's ferry services play a key role in sustaining and enabling economic development in our fragile island and remote rural communities. At the time of the last census in 2001, there were 95 inhabited Scottish islands with a total population of almost 100,000 people. These numbers understate the substantial social, cultural and economic contributions our islands make to Scotland. Links to our islands need to be an integral part of Scotland's transport network.

We want to identify where changes and improvements to ferry services can support and enable the creation of dynamic and growing economies for our island and peninsular communities.

We wish to support and grow the potential of these communities to contribute to Scotland's economy. We recognise the current contributions from e.g. the oil and gas sector, fishing, aquaculture, tourism and whisky production. We are excited at the expanding possibilities for renewable energy. We also understand that the quality, reliability and affordability of transport links, along with other measures, are vital for successful social and economic growth.

Many of the suggestions made to Government during the pre-consultation phase of our work may be seen as radical. It is important that you give us your views so we can take forward workable proposals that meet the aspirations of our island communities. Following the publication of this document my officials will be carrying out an extensive programme of consultation events around the country. Please come along to an event if you can and please respond to this consultation. Your opinion will be vital in designing the ferry services of the future.

A handwritten signature in dark ink, which appears to read 'Stewart Stevenson'.

## Executive Summary

1. This Ferries Review Consultation Document asks for your opinions and views about how ferry services could be delivered in future, to inform us in the preparation of a Draft Ferries Plan up to 2022. This Ferries Review Consultation Document is the subject of public consultation which runs to 30 September 2010. Throughout the document there are key questions that we would like your opinion on. Your comments are requested by 30 September 2010.
2. While there are more specific questions asked throughout the document, in essence we want to know what you think about how ferries should be funded and procured, on what basis should fares be set, what kind of services should be supported with public money and who should be responsible for providing these services.
3. Ferries are an essential part of Scotland's transport network. They provide access to schools and healthcare for the communities in some of the most remote and fragile parts of Scotland. They enable the movement of freight to and from those communities. The correct transport links can encourage people to stay in their communities and can encourage economic growth.
4. The financial context in which we are operating has changed since the Ferries Review was initiated. We are now operating in an environment where there is less money available to invest in and support ferry services. We therefore need to identify where we can get most value from our investment. This is true for both Local Authorities and the Scottish Government. All options within this Consultation Document must be viewed with this backdrop in mind.
5. There is cost escalation in the ferry sector to both central and local government. There is an ageing fleet and need for investment in vessels. There is an ageing harbour infrastructure with need for investment in harbours. Fuel and crew costs are escalating and subsidy levels are increasing rapidly. There are major challenges facing us all as a consequence of these challenges.
6. There is no consistent approach across the country to the funding and procurement of ferry services. There are ferry services funded by the Scottish Government, some are supported by Local Authorities, some supported by their community and some that receive no community or public financial support. Some services are provided directly by Local Authorities, others are tendered for. Some tendered services require operators to provide their own vessels, others insist that they use existing vessels.
7. Neither is there a consistent approach across the country in the split of who should be responsible for the delivery of ferry services. Some are our responsibility, others the responsibility of Local Authorities. The services that do not receive public subsidy are the responsibility of the operator.
8. There is no existing policy to determine what services and routes should be funded, or what the level of service should be.
9. We believe that the majority of ferry services in Scotland will always require to be publicly funded as most of them are unlikely to be profitable to commercial

operators. We believe that responsibility is likely to continue to be split between us and Local Authorities.

10. Where Local Authorities are responsible for ferry services it will continue to be up to them to determine what services should be delivered and how.
11. Given the current difficult financial situation, we are keen to explore ways to bring additional monies into the system or free up funds to be spent on the ferries networks. This document considers various options such as ways in which Caledonian Maritime Assets Ltd (CMAL) could access funding, making ports and harbours self-funding and opening up the market to greater competition. We are keen to explore each of these in more detail.
12. It has been suggested that we should test the market by removing some routes from the current Clyde and Hebrides Ferry Services (CHFS) and Northern Isles bundles and tendering them separately. For these specific routes, such a tender could allow bidders the option of using their own vessel(s) or the existing vessel(s). The remainder of the routes would continue to be bundled together. For the remaining CHFS routes these would continue to be tendered on the basis of a requirement to use the vessels provided by CMAL.
13. Tendering is a requirement imposed upon us by EU rules and will continue to be a requirement for us. The maximum contract length at the moment is usually 6 years but we know that this may be revisited by the European Commission and we will make our views known that a longer tender period would allow greater investment in the market and should allow services to be run at a reduced cost to the public purse.
14. There should be an open and transparent way of determining what ferry services should be funded and what level of ferry service a community needs. This should result in a parity of service across all of our islands and peninsular communities. It is likely that in determining what routes and services to fund into the future, and at what service level, a structured approach to determining what these routes and levels of service should be will be required. Any approach needs to be flexible enough to recognise that most islands are different and need different things. Nevertheless in determining what the needs are, it is likely that the same process would be followed.
15. Following the public consultation period, a Draft Ferries Plan will be produced. This Draft Ferries Plan will be subject to a further 6 week public consultation following which a final Ferries Plan will be produced and implemented.



## APPENDIX 2



### INFORMATION ON YOUR INVITATION TO RESPOND

### CONSULTATION ON SCOTTISH FERRIES REVIEW

#### Responding to this consultation paper

We are inviting written responses to this consultation paper by **30 September 2010**.

**Please send your response with the completed Respondent Information Form to:**

[scottishferriesreview@scotland.gsi.gov.uk](mailto:scottishferriesreview@scotland.gsi.gov.uk)

Or

Scottish Ferries Review Consultation  
Ferries Division  
2nd Floor North  
Victoria Quay  
Edinburgh  
EH6 6QQ.

If you have any queries contact Colin Grieve on 0131 244 1539.

We would be grateful if you could clearly indicate in your response which questions or parts of the consultation paper you are responding to as this will aid our analysis of the responses received.

This consultation, and all other Scottish Government consultation exercises, can be viewed online on the consultation web pages of the Scottish Government website at <http://www.scotland.gov.uk/consultations>.

The Scottish Government now has an email alert system for consultations ([SEconsult: http://www.scotland.gov.uk/consultations/seconsult.aspx](http://www.scotland.gov.uk/consultations/seconsult.aspx)). This system allows stakeholder individuals and organisations to register and receive a weekly email containing details of all new consultations (including web links). SEconsult complements, but in no way replaces SG distribution lists, and is designed to allow stakeholders to keep up to date with all SG consultation activity, and therefore be alerted at the earliest opportunity to those of most interest. We would encourage you to register.

#### Handling your response

We need to know how you wish your response to be handled and, in particular, whether you are happy for your response to be made public. Please complete and return the Respondent Information Form which forms part of the consultation questionnaire as this will ensure that we treat your response appropriately. If you ask for your response not to be published we will regard it as confidential, and we will treat it accordingly.

All respondents should be aware that the Scottish Government are subject to the provisions of the Freedom of Information (Scotland) Act 2002 and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation exercise.

### **Next steps in the process**

Where respondents have given permission for their response to be made public and after we have checked that they contain no potentially defamatory material, responses will be made available to the public in the Scottish Government Library (see the attached Respondent Information Form). Responses will be made available to the public in the Scottish Government Library by 28 October 2010 and on the [Scottish Government consultation](#) web pages by 4 November 2010. You can make arrangements to view responses by contacting the SG Library on 0131 244 4552. Responses can be copied and sent to you, but a charge may be made for this service.

### **What happens next?**

Following the closing date, all responses will be analysed and considered along with any other available evidence to help us reach a decision on a Draft Ferries Plan. We aim to issue a report on this consultation process by end of 2010. In conjunction with this a Draft Ferries Plan will be prepared for a period of further consultation.

### **Comments and complaints**

If you have any comments about how this consultation exercise has been conducted, please send them to:

Scottish Ferries Review Consultation  
Ferries Division  
2nd Floor North  
Victoria Quay  
Edinburgh  
EH6 6QQ.

E-mail: [scottishferriesreview@scotland.gsi.gov.uk](mailto:scottishferriesreview@scotland.gsi.gov.uk)

## RESPONDENT INFORMATION FORM: SCOTTISH FERRIES REVIEW

Please note that this form **must** be completed and returned with your response to ensure that we handle your response appropriately. Thank you for your help.

1. Name/Organisation: Shetland Islands Council

2. Postal Address: Transport Service, 20 Commercial Road, Lerwick, Shetland

Post Code ZE1 0LX

Phone number 01595 744868

Email address

3. Are you responding: (please check one box)

(a) As an individual ☐ go to Q3a (b) On behalf of a group/organisation ☒ go to Q3c

### INDIVIDUALS

3a. Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government Website)?

Yes ☒ No ☐

3b. Where confidentiality is not requested, we will make your response available to the public on the following basis (please check one of the following boxes)

Yes, make my response, name and address all available ☒

or

Yes, make my response available, but not my name or address ☐

or

Yes, make my response and name available, but not my address ☐

### ON BEHALF OF GROUPS OR ORGANISATIONS:

3c. The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government website). Are you content for your response to be made available?

Yes ☒ No ☐

3d. We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Yes ☒ No ☐

## THE SCOTTISH GOVERNMENT CONSULTATION PROCESS

Consultation is an essential and important aspect of Scottish Government working methods. Given the wide-ranging areas of work of the Scottish Government, there are many varied types of consultation. However, in general, Scottish Government consultation exercises aim to provide opportunities for all those who wish to express their opinions on a proposed area of work to do so in ways which will inform and enhance that work.

The Scottish Government encourages consultation that is thorough, effective and appropriate to the issue under consideration and the nature of the target audience. Consultation exercises take account of a wide range of factors, and no two exercises are likely to be the same.

Typically Scottish Government consultations involve a written paper inviting answers to specific questions or more general views about the material presented. Written papers are distributed to organisations and individuals with an interest in the issue, and they are also placed on the Scottish Government web site enabling a wider audience to access the paper and submit their responses<sup>1</sup>. Consultation exercises may also involve seeking views in a number of different ways, such as through public meetings, focus groups or questionnaire exercises. Copies of all the written responses received to a consultation exercise (except those where the individual or organisation requested confidentiality) are placed in the Scottish Government library at Saughton House, Edinburgh (K Spur, Saughton House, Broomhouse Drive, Edinburgh, EH11 3XD, telephone 0131 244 4565).

All Scottish Government consultation papers and related publications (eg, analysis of response reports) can be accessed at: [Scottish Government consultations](http://www.scotland.gov.uk/consultations) (<http://www.scotland.gov.uk/consultations>)

The views and suggestions detailed in consultation responses are analysed and used as part of the decision making process, along with a range of other available information and evidence. Depending on the nature of the consultation exercise the responses received may:

- indicate the need for policy development or review
- inform the development of a particular policy
- help decisions to be made between alternative policy proposals
- be used to finalise legislation before it is implemented

Final decisions on the issues under consideration will also take account of a range of other factors, including other available information and research evidence.

---

1.

<sup>1</sup> <http://www.scotland.gov.uk/consultations>

**While details of particular circumstances described in a response to a consultation exercise may usefully inform the policy process, consultation exercises cannot address individual concerns and comments, which should be directed to the relevant public body.**

## Appendix 2: Consultation Questionnaire



**The Scottish Government**  
**Riaghaltas na h-Alba**

# Scottish Ferries Review: Public Consultation 2010

## Questionnaire

This questionnaire should be read in conjunction with the Scottish Ferries Review Consultation Document. Copies of the Consultation Document will be available at consultation events throughout Scotland in summer 2010. The Consultation Document, its appendices and this questionnaire can be downloaded from the Scottish Government website at:

<http://www.scotland.gov.uk/Consultations/Current>.

Consultation responses may be emailed to:

[scottishferriesreview@scotland.gsi.gov.uk](mailto:scottishferriesreview@scotland.gsi.gov.uk)

or posted to:

*Scottish Ferries Review Consultation*

*Ferries Division*

*Transport Directorate*

*Scottish Government*

*Area 2F Dockside*

*Victoria Quay*

*Edinburgh EH6 6QQ*

If you have any questions about this form or would like to speak to a member of the consultation team, please telephone 0131-244-1539.

Some of the questions are aimed at ferry operators. **You do not have to answer every question. If you do not wish to express a view please move on to the next question.** Your time in completing the questionnaire is very much appreciated. Your opinion will help us design your future ferry services.

# Scottish Ferries Review Public Consultation 2010

## Questionnaire

Preliminary Question: We know that different communities across Scotland often view their ferry services very differently, sometimes for reasons which are specific to the local area. If you would like to enter your postcode in the box below, that will help us to make the best use of the information you provide to us in this questionnaire.

|           |  |
|-----------|--|
| Postcode: |  |
|-----------|--|

Consultation Question 1: Do you agree that a change is required, to improve consistency in provision and secure funding for the future?

Yes ☒X

No ☐

### Comments:

It is recognised that there isn't a consistent approach to the funding and provision of ferry services in Scotland currently and improving this situation is important.

However, recognising that different communities have different needs that relate to different strengths, opportunities and constraints, the pursuit of consistency must avoid the risk of a "one size fits all" outcome.

It is essential to secure capital funding for vessel and terminal replacement and any measures developed should ensure the right mix of opportunities exist and there aren't unrealistic or disproportionate expectations placed on a single sector be it public or private operators or National, Regional or Local delivery agents.

In terms of on-going revenue funding any proposals for change must acknowledge the significance of the increasing difficulty for users to pay as the volume of passengers and traffic decreases. i.e. on a high volume route costs can more easily be dissipated across the user base compared to lower volume routes where any increases in cost must be absorbed across a smaller user base.

We should also recognise that current successful social and economic structures have built over time as a consequence of the levels and costs of ferry services provided. Any significant changes will have profound effects.

Consultation Question 2: Do you think that harbours should be self funded through harbour dues or do you think the current system of funding improvements through grants should continue?

self-funded ☐

funded through grants ☐

**Comments:**

Great care needs to be taken with any self funding proposal that the level of charges resulting do not discourage vessels calling at ports or, assuming some or all of any charges levied are passed on to the user through fares and tariffs, that affordability to users is unacceptably compromised.

When shore side infrastructure and ferry services are provided by the same organisation then this model is perhaps less relevant.

There are different issues raised depending on the ownership of the terminal and a common funding policy will not work for all. Especially Trust ports that are more than just the ferry terminal and are usually commercial ports as well need to be able to attract sufficient income through their charges to allow reinvestment. There could also be competition issues if they use grants that are not available to other ports to reduce their charges.

In circumstances where ferry services are not commercially sustainable and therefore require subsidy then increasing harbour dues to create funds for future capital maintenance and development will simply filter back through the operator to the funder in the form of increased requirement for subsidy (assuming the consumer would not be obliged to meet all or some of the cost).

On balance it would be most effective to fund harbour improvements for facilities that are only ferry terminals through grants but routine maintenance costs should be recovered through harbour dues.

Consultation Question 3: How much of the funding should come from the users of the service?

**Comments:**

It isn't possible to express the level of funding that should come from users in absolute terms (say as a percentage of the costs of the operation) but, accepting that there is a willingness to pay, the users should contribute an amount that reflects their ability to pay and takes account of the drivers that make travel an essential requirement. For example, if a community needs access daily to services and opportunities off island then this needs to be viewed in a different perspective to a situation where more services and opportunities are available on island and the need to travel as frequently is less. We should look beyond the cost of individual journeys and look at the cost of meeting an overall need to travel.

This would also help develop a better understanding and perhaps an acceptance that different fare structures are essential to support different sets of needs.

Care has to be taken not to discourage discretionary travellers such as tourists by fares that are higher than they are willing to pay. It is better to encourage more visitors who will spend money in a community rather than discourage visitors.

In the case of lifeline services the cost to the user of the service is fundamental to the ability of communities to access essential services and economic/ social opportunities available on the mainland. In Shetland, on the internal ferry service the relatively low fares have enabled communities to access a wide set of opportunities that has led to sustaining vibrant communities and excessive increases could have damaging effects socially and economically.

Recognising that accessibility to services and economic/ social opportunities differs widely across island and peninsular communities throughout Scotland then this would need to be considered on a route by route basis with clear understanding of the impact on the communities served of any changes in charges.

Consultation Question 4: Do you agree that we should test the market by tendering some routes on a single basis with the option for the operator to bring their own vessel(s)?

Yes ☐

No ☐

**Comments:**

Only route suggested with relevance to current Northern Isles contract is the Pentland Firth where competition already exists. It makes sense to tender this route separately if for no other reason to test how the market responds.

By tendering Scrabster/ Stromness separately there must be no adverse effect on the Shetland's only lifeline ferry link from Aberdeen to Lerwick.

Also, certain protection mechanisms would be necessary to ensure that if performance is inadequate or the service collapses then there is a safety net in the form of a Government commitment to be the "operator of last resort".

A couple of obvious questions arise in considering that matter which are perhaps worthy of note: -

If operators bring own vessels, what will happen to the existing vessels which will become redundant?

What will tendering some routes separately do to the total network costs?

Consultation Question 5:..... Do you agree that the following routes are the correct routes to consider tendering as single routes?

Ardrossan - Brodick

Yes ☒X

No ☐

Wemyss Bay - Rothesay

Yes ☒X

No ☐

|                  |   |                             |
|------------------|---|-----------------------------|
| Oban - Craignure | Yes <input checked="" type="checkbox"/> X | No <input type="checkbox"/> |
| Largs - Cumbrae  | Yes <input checked="" type="checkbox"/> X | No <input type="checkbox"/> |
| Pentland Firth   | Yes <input checked="" type="checkbox"/> X | No <input type="checkbox"/> |

**Comments:**

These are all relatively high volume routes. Is it worth trialling a low volume route as well?

Consultation Question 6: Should we allow single routes to be tendered as a bundle or should we stagger the tenders?

allow a bundle ☐ X                      stagger the tenders ☐

**Comments:**

Tenders must run concurrently to allow potential operators to reflect possible economies of scale in their tender prices.

Consultation Question 7: Should the remaining routes stay within 2 bundles?

Yes ☐                      No ☐

**Comments:**

The definition of the two remaining bundles isn't explicitly stated. Intuitively, taking the Pentland Firth service as a single bundle would leave the Aberdeen/ Kirkwall/ Lerwick as a separate single service bundle. In principle this makes sense provided that the debundling does not disadvantage Shetland and/ or push up overall subsidy costs.

Furthermore, from Shetland's point of view, the question would be whether the current Streamline freight service would be included in a specification for the bundle. If it is not, then consideration should be given to ensuring that the tender for the lift - on / lift - off service is aligned with the Northern Isles tender for 2012 to generate greater potential for economies of scale to be realised.

Consultation Question 8: Should we consider the implications of a looser tender, where a minimum level of service is required but where the operator has flexibility to innovate and reduce costs where they see fit?

Yes ☐

No ☐

**Comments:**

It is important that Shetland Islands Council / ZetTrans have input to this process.

In Shetland the current service to and from Aberdeen fails to meet needs in terms of capacity and frequency for significant periods in the year. When looking to the future and Shetland's need to increase population, diversify and develop existing and new industries to maintain and grow economic performance there is a need to address the current constraints of the service.

Therefore, it is important that the specification of "minimum level of service" describes what is required to enable Shetland to be economically and socially sustainable. To ensure this is achieved it would require significant involvement of the Island Councils and Regional Transport Partnerships to ensure any specification is realistic and relevant.

If operators can demonstrate that needs can be met through innovative alternatives then this could be encouraged provided the assessment of tenders was sufficiently capable of appraising how alternatives would meet needs compared to the specified service and also provided that monitoring during the contract period was adequate to prove needs were being met.

Any operator must be contracted to deliver the level of service needed by the communities. If the tender only specifies the minimum level of service, then the final contract must include the contracted operator's innovation in the contract.

Consultation Question 9: Should we specify climate change objectives within the tender and require the operator to specify how he intends to meet them? Do operators agree and have views on how emission reductions should be defined? How would they measure and monitor performance, and demonstrate delivery?

**Comments:**

The question of responsibility in delivering higher levels of environmental performance is always a thorny issue when it is discussed in the context of also meeting fundamental economic and social needs.

An obvious tension that may develop is that if operators are constrained to using existing vessels and environmental performance targets are set in the contract that demand improvements on historical performance then there may be little opportunity for improvement without significant investment in new technology or significant increases in journey times (in the case of slowing vessels down).

Climate change objectives should be specified in the process but should be

proportionate to the circumstances. The fundamental challenge for Scotland's island communities is economic and social sustainability and that should be at the forefront of the purpose of any transport link.

SIC / ZetTrans is looking at a project to develop a Liquid Natural Gas powered dual purpose freighter which would considerably reduce emissions. This would also provide bulk storage facilities for LNG in Lerwick for other vessels to use.

Consultation Question 10: What else do you think should be specified in a tender document?  
E.g. accessibility requirements, integration requirements etc.

**Comments:**

The contract should clearly set out obligations in terms of minimum levels of frequency and timetable, levels of integration with other modes and services, and accessibility requirements. This should be applied to all elements of demand i.e. passengers, freight, livestock, etc.

The contract should also clearly define obligations to continually engage with communities and stakeholders as part of performance monitoring and assessing effectiveness of the service.

Consideration should be given to structuring any contract to require the operator to work with the sponsoring body to adjust the service to react to changes in the economic and social requirements of communities.

We would also suggest that it is a contractual obligation to provide access to data to support Transport authorities (Councils, RTPs, etc.) in their work in developing transport strategies and implementation plans.

Consultation Question 11: What should be the rationale for, and purpose of, the fares policy?

**PLEASE TICK ONE BOX ONLY**

- (a) Fairness of fares across Scotland ☐
- (b) Community sustainability ☐
- (c) Supporting economic development ☐
- (d) Supporting tourism ☐
- (e) Supporting the particular need of the particular community ☐
- (f) Reduce the cost to government ☐
- (g) To manage demand on ferries i.e. a policy that encourages people to travel at different times ☐

(h) To support “low carbon” travel ☐

(i) Other ☐

**Comments:**

It is not possible to prioritise one of the above over the others.

(b), (c) and (e) are all very important factors at the Shetland wide level and at the level of individual island communities.

(f) is important in the current climate but if it is achieved at the cost of (b), (c) and (e) then the value of savings is greatly diminished or even undesirable.

(g) is intuitively desirable but again not at the cost of (b), (c) and (e). Fares should not create a barrier to travel. Fares should help to manage demand. They should contribute to the cost of delivering the service but at the correct level.

The overall aim of any fares policy should be to support the ability of communities served to achieve economic growth potential locally, regionally and nationally.

Consultation Question 12: To what extent should fares differentiate between islanders/residents of peninsular communities and other ferry users?

**Comments:**

Fares should differentiate between "lifeline" and other ferry services where "lifeline" is defined as the only way to get passengers, vehicles and freight to and from remote communities. They should also differentiate between those who must travel and those who choose to travel. However, fares should not be so high as to discourage discretionary travel. Shetland is already perceived as an expensive destination.

Fares must be set to ensure that they are affordable to allow all island residents to access the services, facilities, and employment they require to carry out their lives.

Fares should also encourage visitors to use the services and it is entirely reasonable that fares should reflect different groups of users that have differences in their willingness/ ability to pay.

Consultation Question 13: Should there be one fares policy across all of the supported Scottish ferry routes or should there be a different fares policy dependant on the need(s) of the community?

one fares policy ☐

different fares policies ☐

**Comments:**

There is no case for the same fares policy on all routes.

The fares policy must address the needs of each community and equalise the ability of communities to overcome barriers to access necessary services and opportunities.

The points raised in Question 3 are relevant here also.

Consultation Question 14: Do you agree that there should be a consistent and fair way of deciding what ferry services should be funded?

Yes ☐

No ☐

**Comments:**

Not possible to give a yes or no answer without a shared interpretation of "consistency". At the most basic level public funding should be used to provide ferry services where the free market either does not respond at all or does not provide a level of service that meets the needs of the community or communities served.

Shetland favours the external ferries being funded by Scottish Government but the inter island services being controlled locally and funded similar to the current model.

This is consistent with the funding of roads on mainland Scotland where central government funds the construction and maintenance of the trunk road network.

Consultation Question 15: Do you agree that the ferry service should be designed to meet the most important needs of the community?

Yes ☐

No ☐

**Comments:**

The ferry services need to be designed to meet **all** the current and changing needs of the communities, where possible. The needs should be prioritised only if they are contradictory and/ or an informed decision is made that all needs will not be met.

Consultation Question 16: Is our assessment correct for your community? Please tell us what your community needs are and whether our assessment is right.

**Comments:**

We presume this is referring to the MVA "Report on Routes, Services and Integration".

We believe that pages 120 & 121 and 126 & 127 are the relevant sections of the report.

It is difficult to tell from the report whether the Government's assessment of our community is accurate. Reviewing the report there appears to be an imbalance in the

detail gone into for different islands and island groups.

Although there is reference to individual fact sheets in the report it wasn't until 15 September 2010 that they were made available to us and this was after the workshops to discuss this draft response.

Based on the limited data that is presented in the report and the fact sheets and the limited time available to fully analyse and consider these it is our opinion that there are significant flaws in the data and therefore any analysis and conclusions drawn from the data cannot be wholly relied upon for decision making.

It is disappointing that the report and fact sheets were not available for comment along with the other consultants' reports. It is important that dialogue takes place with Scottish Government Officials before this information is used as the basis for the draft Ferries Plan.

To answer the question of what the Shetland Community's needs are; Shetland's requirements of transport can be summarised in the terms of the Shetland Transport Strategy Vision: -

To develop an **effective, efficient, safe and reliable** transport system for Shetland. The transport system will comprise an **integrated** network of **accessible**, and **affordable** internal, inter-island and external links, which will contribute to the development of a **safe, healthy, vibrant and inclusive** society, a **diverse, successful** and **self-sufficient** economy, and enhanced **environmental quality**.

Consultation Question 17: Do you agree that investment should be prioritised to those areas that have the most potential to contribute to Scotland's growth?

Yes ☐

No ☒

**Comments:**

Most certainly not. This would lead potentially to vulnerable communities getting no investment and continually worsening services.

Although the Government's Single Purpose to generate sustainable economic growth is clear we don't believe that intent should lead to the decay of the most vulnerable and fragile areas of Scotland.

Who would decide which areas were to get investment and which were to be allowed to decline further?

Consultation Question 18: Do you think that the responsibility for ferries provision should be more consistent across Scotland?

Yes ☐

No ☐

**Comments:**

It is acknowledged that ferry services are funded and provided in different ways throughout Scotland. The focus should look beyond consistency and also consider the provision of services in "what matters is what works" perspective.

As said in Q14 above, Shetland favours its external ferries being funded by Scottish Government but the inter island services being controlled and funded as they are now.

Consultation Question 19: Do you agree that it would be wrong for all ferry services to be the responsibility of the Scottish Government?

Yes ☐

No ☐

**Comments:**

See Q 14 and 18.

Consultation Question 20: Do you agree that the Scottish Government should become responsible for all ferry services providing necessary transport links for island communities to access the mainland and Local Authorities or Regional Transport Partnerships should be responsible for the provision of all others?.

Yes ☐

No ☐

**Comments:**

This is nearer our view subject to suitable mechanism for capital and revenue funding.

However, care would need to be taken to understand clearly how alternate models would need to be resourced and whether changing the status quo provides new opportunities for innovative ways of funding and delivering services.

It should also be noted that not all organisations have an immediate ability or capacity to take on a delivery role.

Consultation Question 21: Question 20 assumes that where an island is attached to the mainland via a bridge, it is treated as the mainland. Do you agree this is the correct way forward?

Yes ☐

No ☐

**Comments:**

This is not relevant for Shetland but makes sense except where travel distances by road make ferry links important. cf peninsulas.

Consultation Question 22: Do you agree that the provision of ferry services would be better placed within the remit of Local Government?

Yes ☐

No ☐

**Comments:**

See Q 14, 18, 19 & 20.

Consultation Question 23: Do you agree that Regional Transport Partnerships could play a key role in the procurement of ferry services?

Yes ☐

No ☐

**Comments:**

If the role of RTPs in the procurement and management of ferry services grew then greater levels of control and accountability at the local level could be achieved where the detailed knowledge of needs and objectives exist. In effect it could give local authorities more opportunity to shape services according to local/ regional needs and priorities.

This assumes that necessary funding and resources of an appropriate level, both now and in the future, follows the responsibility for function.

Consultation Question 24: How should the responsibility be split between Local Authorities and Regional Transport Partnerships?

**Comments:**

External services - Government/ RTPs

Inter islands services - Local authorities

Consultation Question 25: Do you agree that the provision of ferry services should continue to be split between central and local government?

Yes ☐

No ☐

**Comments:**

See questions 14, 18, 19, 20, 23 and 24

Consultation Question 26: If a continuation of a mixed responsibility role is preferable going forward (i.e. responsibility continues to be split between Central and Local Government), how should the split be determined?

**Comments:**

See questions 14, 18, 19, 20, 23, 24 and 25

Consultation Question 27: Should there be a central provision of procurement expertise? For example, Local Authorities/RTPS could determine what services/vessels they wanted to provide and specify those services/vessels, with a central procurement team purchasing them on their behalf.

Yes ☐

No ☐

**Comments:**

Would need to be convinced of the benefits of this. It could be argued that Shetland already has as much experience as any central procurement team.

Another concept to explore could be a central brokering role where a facility is established coordinate the building requirements throughout the country and broker

contracts with yards and suppliers but each authority manages their contracts and business as they normally would. This could bring benefits of economies of scale whilst ensuring control and accountability is retained at the local level ensuring solutions are fit for purpose.

Consultation Question 28:

(a) Do you think that recommendations A – G (see below) should be implemented now?

Yes ☒ X

No ☐

**Comments:**

All of these are worthy initiatives.  
Implementation would depend on available resource and circumstances.

(b) When tendering do you think these recommendations should be included in any future tender requirements?

Yes ☒ X

No ☐

**Comments:**

Again, it is a worthy objective and attention must be paid to avoid any risk of disproportionate compromise to economic and social imperatives.

(c) Are there any of these recommendations that you consider to be of particular importance?

A. The design of new ferries and harbour/ shore infrastructure should take full account of the DPTAC guidance, for example the provision of handrails, ramps and assistance telephones. Consideration where possible should also be given to their use in smaller ferries and ports. ☐

B. The need for regular, recognised disability awareness training is viewed as a relatively cheap and quick solution in helping to reduce many of the barriers faced Good customer care and assistance by staff is often viewed as the key factor when deciding if ferry travel is possible, practicable or comfortable.

☐

C. Port and ship operators need to plan their communication and information dissemination to take full recognition of PRMs. Audio, visual or other disabilities need to be considered, especially when considering passenger safety.  
☐

D. Accessibility information should be readily accessible to PRMs in order to aid journey planning. Where possible websites should be improved to take recognition of the needs of PRMs and make it easier to access this information.  
☐

E. Disabled Persons Assistance policies should be developed by all ferry and port operators as a matter of best practice. ☐

F. A policy for those passengers which may require additional assistance which fall outside the general categorisation of PRM, for example people travelling with small children, or heavy / awkward luggage or baggage should be encouraged.  
☐

G. Provision where appropriate of some form of left luggage facility which would aid those passengers that are waiting onward travel connections.  
☐

**Comments:**

It is important that society continues to address accessibility constraints and that future contracts directly address this.

(d) Are there other issues that should be addressed?

**Comments:**

Consultation Question 29:

(a) Do you think that an Accessibility Improvement Fund should be set up?

Yes ☐

No ☐

**Comments:**

Recognising that addressing accessibility issues is often something that fails to reach a high priority as service pressures and operational pressures increase then

an accessibility improvement fund may be a means of enabling operators and sponsoring bodies to focus on improvements in this area.

(b) How would this be funded?

**Comments:**

It should be a Government funded initiative along the same lines as travel planning and sustainable/ active travel type interventions.

(c) Who would administer this fund?

**Comments:**

Seems sensible that this should be centrally held and managed by the Government through its delivery agent Transport Scotland.

Consultation Question 30:

(a) Do you think that an information system indicating the degree of accessibility would be useful?

Yes ☐ X

No ☐

**Comments:**

Any initiative that improves the capacity of those with impaired mobility to plan their journey is a welcome initiative. The discussions around a "star" system that grades vessels and facilities according to levels of accessibility seem appropriate as long as attention is paid to ensuring it is easily understood and consistently applied throughout the Scottish network.

(b) Are there any particular aspects you would like to see considered?

**Comments:**

Consultation Question 31: How could the reduction of CO<sub>2</sub> emissions from ferries be delivered to assist in meeting the potential emissions reductions set out in the Climate Change Delivery Plan?

**Comments:**

Sponsors of ferry services can set targets for emissions reduction in the provision of ferry services to meet objectives of the Climate Change Delivery Plan.

In subsidised contracts for performance requirements can be specified and conditions of contract used to incentivise performance.

In directly delivered services (e.g. those delivered by local authorities) then policy commitments can be made at Council level in terms of targets to be achieved (which is equally relevant to all services that produce emissions).

Having said that, care must be taken not to increase barriers to services and opportunities unreasonably such that communities are worse off in terms of their capacity to be sustainable.

Consultation Question 32: Operators would be likely to appreciate the fuel-efficiency benefits of such a measure. Would operators be willing to implement such a measure on a voluntary basis? If not, can they provide suggestions for alternate methods of delivering emissions reductions?

**Comments:**

This is a very narrow operational perspective and although there are clear opportunities for environmental benefits and reductions in operational costs through reduced fuel burn, the overall choice about slowing vessels down must not be taken out with the context of the importance of journey times and adequate frequencies.

Investing in new vessels will allow new technology to be utilised which will allow reduced emissions such as the Shetland proposal for an LNG powered dual purpose freighter.

Consultation Question 33: Would passengers support longer journey times as part of a CO<sub>2</sub> emissions reduction programme? If not, can they provide suggestions for alternate methods of delivering CO<sub>2</sub> reductions from ferries?

Yes ☐

No ☐

**Comments:**

Generally, extending journey times would only be tolerated to the extent that they did not prevent adequate access to essential services and opportunities.

Alternative methods of reducing CO<sub>2</sub> could be through vessel and propulsion design in new vessels and looking for opportunities through routine maintenance and operations to make existing propulsion systems more efficient when routine replacement or reconditioning milestones are reached for main engines and equipment.





## **REPORT**

**To: Infrastructure Committee**

**5 October 2010**

**From: Head of Transport**  
**Infrastructure Services Department**

### **THE NORTHERN ISLES FERRY SERVICES – RESPONSE TO CONSULTATION DOCUMENT**

#### **1. Introduction**

- 1.1. This report presents a draft response to the Scottish Government's Northern Isles Ferry Services Consultation Document which was published on 10 June 2010.
- 1.2. The closing date for responses is 30 September 2010 but the Government has given consent to Shetland Islands Council to submit their response as soon as possible after this meeting of the Infrastructure Committee recognising this was the first opportunity to fully consider the response.
- 1.3. Members are asked to discuss and agree the draft response and delegate authority to the Head of Transport, in consultation with the Chairperson of the Infrastructure Committee, to approve the final response and issue it to the Scottish Government as soon as practicable after this meeting of the Committee.

#### **2. Links to Council Priorities**

- 2.1. The Council's Corporate Plan states *"Shetland's communities are scattered and have a diverse set of needs. To best address those, we must have sustainable road, sea and air transport systems, both internal and external, that ensure everyone is able to access the places, services and opportunities they need."*

#### **3. Risk Management**

- 3.1. Although there are no risks arising directly from this report it is worth noting at this stage that the capacity, frequency, reliability and cost of external transport links to and from Shetland are paramount to Shetland's overall aim "To Maintain the Number of Economically Active People Throughout Shetland".
- 3.2. To achieve this there is an implicit need to generate more diverse opportunities in Shetland and reverse the predicted trend of population

decline which will place greater demand on Shetland's air and sea transport links.

- 3.3. We can already see that there are constraints on both sea and air links, principally in relation to capacity and cost, which must be addressed if Shetland is to be able to generate new economic opportunities and grow its population. Failure to do so will be a significant risk to Shetland's capacity to deliver its economic and social objectives.
- 3.4. Therefore this consultation process on the Scottish Ferries Review is one of the most significant factors for Shetland Islands Council to consider at this time.

#### **4. Background**

- 4.1. The current contract between the Scottish Ministers and NorthLink Ferries Ltd to operate ferry services to and from the Northern Isles of Orkney and Shetland to the Scottish mainland is due to terminate on 5 July 2012. The Scottish Government's aim is to have a new set of agreements in place from 6 July 2012 and work has now started on achieving that aim.
- 4.2. The first phase in the process is to carry out a public consultation exercise to gather the views of individuals, communities, organisations, businesses and operators on the future configuration and structure of the Northern Isles ferry services. The views expressed will assist the Scottish Government in forming future policy and in putting together the specification of requirement that will form an integral part of the invitation to tender for the services.
- 4.3. Scottish Government Ferries Division officials gave a presentation to the Infrastructure Committee on 15 June 2010 on issues from the Northern Isles Ferry Services Consultation Document.
- 4.4. The Consultation Document is available on the Scottish Government's website at <http://www.scotland.gov.uk/Resource/Doc/935/0099976.doc>
- 4.5. To inform Shetland Islands Council's response to the consultation a workshop was held on Tuesday 14 September 2010 to which all Shetland Islands Council Members, ZetTrans Members and ZetTrans advisers were invited.
- 4.6. Attendees considered 14 questions contained in a consultation questionnaire and from the workshop the draft responses given in Appendix 1 were developed.

#### **5. Draft Response**

- 5.1. Appendix 1 contains the output from the workshop in the form of draft responses to each of the questions in the consultation questionnaire.
- 5.2. Members are invited to review the draft responses and provide any additional input.

- 5.3. Any further input will be included in a final version of the response and, subject to the delegation of authority by the Infrastructure Committee, the Head of Transport in consultation with the Chairperson will finalise the response and issue it to the Scottish Government as soon as practicable after this meeting.

## **6. Financial Implications**

- 6.1. There are no financial implications arising from this report.

## **7. Policy and Delegated Authority**

- 7.1. Matters relating to provision of transportation services and infrastructure are delegated to the Infrastructure Committee as part of its remit in Section 12 of the Council's Scheme of Delegation.

## **8. Recommendations**

I recommend that the Committee: -

- 8.1. Provides feedback on the draft response.
- 8.2. Delegates authority to the Head of Transport, in consultation with the Chairperson, to approve the final response and issue it to the Scottish Government as soon as practicable after this meeting of the Infrastructure Committee.

Report Number: TR-35-10-F





## INFORMATION ON YOUR INVITATION TO RESPOND

### CONSULTATION ON THE NORTHERN ISLES FERRY SERVICES

#### Responding to this consultation paper

We are inviting written responses to this consultation paper by **30 September 2010**.

**Please send your response with the completed Respondent Information Form to:**

[nifconsultation@scotland.gsi.gov.uk](mailto:nifconsultation@scotland.gsi.gov.uk)

Or

Scottish Government  
Northern Isles Ferries Consultation  
Ferries Division  
2<sup>nd</sup> Floor North  
Victoria Quay  
Edinburgh  
EH6 6QQ.

If you have any queries contact Colin Grieve on 0131 244 1539.

We would be grateful if you could clearly indicate in your response which questions or parts of the consultation paper you are responding to as this will aid our analysis of the responses received.

This consultation, and all other Scottish Government consultation exercises, can be viewed online on the consultation web pages of the Scottish Government website at <http://www.scotland.gov.uk/consultations>.

The Scottish Government now has an email alert system for consultations ([SEconsult](http://www.scotland.gov.uk/consultations/seconsult.aspx): <http://www.scotland.gov.uk/consultations/seconsult.aspx>). This system allows stakeholder individuals and organisations to register and receive a weekly email containing details of all new consultations (including web links). SEconsult complements, but in no way replaces SG distribution lists, and is designed to allow stakeholders to keep up to date with all SG consultation activity, and therefore be alerted at the earliest opportunity to those of most interest. We would encourage you to register.

#### Handling your response

We need to know how you wish your response to be handled and, in particular, whether you are happy for your response to be made public. Please complete and return the **Respondent Information Form** which forms part of the consultation questionnaire as this will ensure that we treat your response appropriately. If you ask for your response not to be published we will regard it as confidential, and we will treat it accordingly.

All respondents should be aware that the Scottish Government are subject to the provisions of the Freedom of Information (Scotland) Act 2002 and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation exercise.

### **Next steps in the process**

Where respondents have given permission for their response to be made public and after we have checked that they contain no potentially defamatory material, responses will be made available to the public in the Scottish Government Library (see the attached Respondent Information Form). Responses will be made available to the public in the Scottish Government Library by 28 October 2010 and on the [Scottish Government consultation](#) web pages by 4 November 2010. You can make arrangements to view responses by contacting the SG Library on 0131 244 4552. Responses can be copied and sent to you, but a charge may be made for this service.

### **What happens next?**

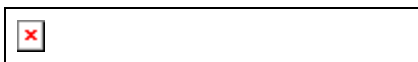
Following the closing date, all responses will be analysed and considered along with any other available evidence. This will assist the Scottish Government in selecting the most appropriate options for supporting the Northern Isles ferry services from 2012-18, and will also inform the development of the tender documents in respect of these services.

### **Comments and complaints**

If you have any comments about how this consultation exercise has been conducted, please send them to:

Scottish Government  
Northern Isles Ferries Consultation  
Ferries Division  
2<sup>nd</sup> Floor North  
Victoria Quay  
Edinburgh  
EH6 6QQ.

E-mail: [nifconsultation@scotland.gsi.gov.uk](mailto:nifconsultation@scotland.gsi.gov.uk)



## RESPONDENT INFORMATION FORM: NORTHERN ISLES FERRY SERVICES

Please note that this form **must** be completed and returned with your response to ensure that we handle your response appropriately. Thank you for your help.

1. Name/Organisation: Shetland Islands Council

2. Postal Address: Transport Service  
20 Commercial Road  
Lerwick  
Shetland

Post Code ZE1 0LX

Phone number 01595 744868

Email address: zetttrans@shetland.gov.uk

### 3. Permissions

I am responding as ...

| Individual               | Group/Organisation                  |
|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> |

|   |   |
|---|---|
| <p>3a. Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government Website)?</p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>3b. Where confidentiality is not requested, we will make your response available to the public on the following basis (please check one of the following boxes)</p> <p>Yes, make my response, name and address all available <input checked="" type="checkbox"/></p> <p>Yes, make my response available, but not my name or address <input type="checkbox"/></p> <p>Yes, make my response and name available, but not my address <input type="checkbox"/></p> | <p>3c. The name and address of your organisation <b>will be</b> made available to the public (in the Scottish Government library and/or on the Scottish Government website). Are you content for your response to be made available?</p> <p>Yes <input checked="" type="checkbox"/><br/>No <input type="checkbox"/></p> |
|---|---|

|   |
|---|
| <p>3d. We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?</p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> |
|---|

## THE SCOTTISH GOVERNMENT CONSULTATION PROCESS

Consultation is an essential and important aspect of Scottish Government working methods. Given the wide-ranging areas of work of the Scottish Government, there are many varied types of consultation. However, in general, Scottish Government consultation exercises aim to provide opportunities for all those who wish to express their opinions on a proposed area of work to do so in ways which will inform and enhance that work.

The Scottish Government encourages consultation that is thorough, effective and appropriate to the issue under consideration and the nature of the target audience. Consultation exercises take account of a wide range of factors, and no two exercises are likely to be the same.

Typically Scottish Government consultations involve a written paper inviting answers to specific questions or more general views about the material presented. Written papers are distributed to organisations and individuals with an interest in the issue, and they are also placed on the Scottish Government web site enabling a wider audience to access the paper and submit their responses<sup>1</sup>. Consultation exercises may also involve seeking views in a number of different ways, such as through public meetings, focus groups or questionnaire exercises. Copies of all the written responses received to a consultation exercise (except those where the individual or organisation requested confidentiality) are placed in the Scottish Government library at Saughton House, Edinburgh (K Spur, Saughton House, Broomhouse Drive, Edinburgh, EH11 3XD, telephone 0131 244 4565).

All Scottish Government consultation papers and related publications (eg, analysis of response reports) can be accessed at: [Scottish Government consultations](http://www.scotland.gov.uk/consultations) (<http://www.scotland.gov.uk/consultations>)

The views and suggestions detailed in consultation responses are analysed and used as part of the decision making process, along with a range of other available information and evidence. Depending on the nature of the consultation exercise the responses received may:

- indicate the need for policy development or review
- inform the development of a particular policy
- help decisions to be made between alternative policy proposals
- be used to finalise legislation before it is implemented

Final decisions on the issues under consideration will also take account of a range of other factors, including other available information and research evidence.

**While details of particular circumstances described in a response to a consultation exercise may usefully inform the policy process, consultation exercises cannot address individual concerns and comments, which should be directed to the relevant public body.**

---

<sup>1</sup> <http://www.scotland.gov.uk/consultations>



**The Scottish Government**  
Riaghaltas na h-Alba

## The Northern Isles Ferry Services

### Questionnaire

The consultation document and this questionnaire can also be downloaded from the Scottish Government website at:

<http://www.scotland.gov.uk/Consultations/Current>

You can respond to this consultation by completing this Questionnaire. The questionnaire can then be e-mailed to **nifconsultation@scotland.gsi.gov.uk**

Alternatively you can post a hardcopy to the following address:

Scottish Government  
Northern Isles Ferries Consultation  
Ferries Division  
Victoria Quay  
Edinburgh  
EH6 6QQ

If you require more information or have any questions about this consultation or the questionnaire, then please telephone 0131-244-1539.

Please note that the deadline for responses is **Thursday 30 September 2010**.

**Consultation Question 1:**

**a) Should the ferry services be retained broadly as they are?**

Yes ☒

No ☐

“Broadly” is interpreted as the current general configuration of ropax and freight vessels but acknowledging that the current constraints the service places on development of future opportunities needs to be addressed.

**b) Would you be willing to pay more for these services in order to retain them as they are?**

Yes ☐

No ☒ (N.B. Inflationary increases are expected)

The service to Shetland is already failing to meet needs for significant and increasing periods of the year. The costs to travel are already higher than for any island group and therefore paying higher charges for an already inadequate service.

**c) Given the difficult financial situation, where should we be looking to save money within the delivery of our ferry services?**

**Comments:**

The starting point should be that the contract from 2012 onwards will provide at least the same level of service as the existing operation.

First consideration should be given to savings that will not affect the service provided such as increasing revenue through increasing volumes of passengers and freight as well as other measures to reduce the operator's costs including manning levels and cost of manning (for example making best use of staff who necessarily need to be on board in order to comply with manning levels for evacuation procedures)

**Consultation Question 2: What is your preferred option in terms of setting fares in the future? If you think that another option should apply, then please specify?**

**Comments:**

The fares system must ensure that it does not disadvantage those who rely on the services and access to opportunities (employment, commercial and social) to live on the islands.

On overnight services operators should be encouraged to find a fares structure that maximises the utilisation of the available bunks.

Revenue Management techniques such as used in the hotel industry (e.g. early booking discounts, non-flexible discounts, etc) should be explored to generate additional traffic and better match supply and demand.

The contract must prevent the operator from charging alteration or cancellation fees.

Operators should consider restricting the use of concession tickets for cabins at peak times.

Fare structures should recognise that distance travelled is not necessarily a fair basis for charging in the case of lifeline services where the need to travel is not affected by distance alone if at all. In Shetland the need to travel is determined by the location of essential services and social/ economic opportunities that happen to be at the other end of a long stretch of water. The need to travel would be the same if it was a short (or even longer) stretch of water. These circumstances are outwith the control or influence of communities or businesses. Similarly when looking at inward migration and inward investment and development it is the absolute cost and reliability to the traveler/ developer/ industry that has the biggest influence on the decision to locate on an island and not distance alone.

**Consultation Question 3: Should the invitation to tender continue to specify these ports?**

Yes ☐

No ☐

**Comments:**

Main tender should be for existing ports, or at least Lerwick and Aberdeen. However, operators could be encouraged to suggest alternatives provided they detail all the consequences for the users of alternatives.

The attention of prospective tenderers must be drawn to the ZetTrans Origin & Destination study which determined that for most the port of Aberdeen is the landfall that best meets the social and economic needs of Shetland.

**Consultation Question 4: Should the invitation to tender continue to specify the routes?**

Yes ☒

No ☐

**Comments**

The contract should specify the routes that are known to meet the economic and social needs of the islands. This will provide confidence that fundamental socio-economic imperatives are met.

The invitation to tender could invite submission of alternatives but it must be shown through evaluation process that alternatives can meet the needs of the communities served.

**Consultation Question 5: Should the invitation to tender allow bidders to nominate other ports/routes?**Yes ☒No ☐**Comments: See answer to Q3 & Q4 above.**

It is acknowledged that innovation has the potential to add value to the service delivered. In principle, alternatives should not be discouraged. However, consideration of alternatives must ensure that performance against economic and social needs is properly evaluated in any award process.

**Consultation Question 6: a) should the current policy of sharing ferry resources across the two Island groups be retained or b) is there a need for each Island Group to have its own dedicated services? Please tell us why.**a) ☐b) ☐**Comments:**

The cost implications of the 2 alternatives need to be understood. If there are economies of scale to a) then these should be encouraged. If not, then consider b).

Operational implications also need to be understood. The practice allowed in the existing contract of taking vessels off one route to relieve on another should not be accepted for scheduled maintenance.

Not clear whether this would allow current Kirkwall calls for the Shetland service. There are benefits to Shetland and Orkney of the inter island connection and the consequences of any reduction of this inter island capability must be clearly understood in terms of the impacts on each island group before an informed opinion can be offered.

**Consultation Question 7: What do you think would be an appropriate food and drink provision on board the services?**

**Comments:**

The level of onboard services should be able to be delivered without any crew over and above the safe manning level unless the revenue generated by having the extra staff more than meets the cost of them.

Reflecting on the existing contract feedback suggests that a future contract should ensure that any onboard services are marketed effectively to increase revenue review of performance financially may be useful in the performance monitoring regime.

The facilities must be at least adequate for the length of time passengers have to spend on board the vessels in terms of berths and catering.

**Consultation Question 8: Do the current timetables meet your needs? If not, please outline what changes you would like to see introduced in the comments box.**

Yes ☒

No ☐

**Comments:**

The current timetable and frequency (both in summer and winter) is the minimum which would meet Shetland's requirements. Any changes must improve the service rather than reducing it.

There are growing capacity constraints throughout the year and with the objectives to increase economic activity through developing Renewables, Oil and Gas and Decommissioning opportunities in is anticipated that demand will grow significantly (recognised by the Minister for Transport, Infrastructure and Climate Change in his statements on Radio Shetland on 7 September 2010 when he announced that due to initiatives such as the Total project demand and therefore revenues are likely to increase).

The 1900 departures from Aberdeen and Lerwick are good. Any earlier times restrict time on mainland and time to travel to port.

The 0700 / 0730 arrivals are ideal for onward travel. Later arrivals should be resisted.

Calls at Kirkwall should not arrive after 2300.

The current ability to check in and board 2 hours before sailing should be protected as should the ability to remain onboard after arrival.

**Consultation Question 9: a) should the Northern Isles ferry services be retained as one single bundle or b) should prospective operators be able to bid for each route separately?**

a) ☐

b) ☐

**Comments:**

See comments to Q6 above.

If bundle split then the tenders must be run concurrently to allow prospective operators to reflect economies of scale in their tender price.

How would each route defined? Scrabster / Stromness and Aberdeen / Kirkwall / Lerwick

**or**

Scrabster / Stromness, Aberdeen / Lerwick, Kirkwall / Lerwick and Aberdeen / Kirkwall?

**Consultation Question 10: a) should the Northern Isles freight services remain integrated within the current bundle or b) should freight be tendered for separately?**

a) ☐

b) ☐

**Comments:**

Freight should be included in the tender.

Consideration needs to be given to the desirability of SG subsidising 2 separate freight operations to the Northern Isles.

From Shetland's point of view, the question would be whether the current Streamline service would be included in a specification for the bundle. If it is not, then consideration should be given to ensuring that the tender for the lift - on / lift - off service is aligned with the Northern Isles tender for 2012 to generate greater potential for economies of scale to be realized.

Separating freight would reduce operational flexibility.

**Consultation Question 11: Should additional uses for the vessels be explored?**

Yes ☒

No ☐

**Comments:**

As long as the lifeline requirements of the service are always a priority and the implications of taking the vessel off these are understood.

The points made in section 15.2 of the consultation document are a generalization relating to overall passengers numbers and does not acknowledge that there are several times during the winter months when the current full cabin capacity is inadequate to accommodate all travelers needing to get to and from Shetland including during holiday periods, significant local events such as music festivals and Up Helly Aa which contribute significantly to Shetland's reputation and hence tourism activity and future potential.

Furthermore, the paragraph limits itself to commentary on the present and takes no account of Shetland's objectives to develop new commercial activity and grow its population which will place additional demand on the services.

It is essential to retain a two passenger vessel service to provide a reliable service during the winter period especially when the sea keeping capabilities of the "new" freighter(s) is still to be proven.

**Consultation Question 12: Would you be prepared to consider changes to the current timetables to allow this to happen?**

Yes ☐

No ☐

**Comments:**

Would need to know the extent of these. E.g. Minor timing changes may be acceptable whereas reduction in the frequency or capacity of the existing service would not.

**Consultation Question 13: a) should the current contract duration of six years be retained or b) should the Scottish Government explore the possibility of extending the contract duration?**

a) ☒

b) ☐

**Comments:**

Scottish Government must explore the implications of a longer contract duration to encourage operators to invest in improved facilities. However, if the duration is extended, there must be effective control of the quality of the service delivered.

There needs to be the ability built into the contract to alter the specification mid term (say 5 years into a contract and at other times) if it is failing to meet social and economic needs or in response to changing circumstances.

Bear in mind that the Aberdeen / Lerwick service is the only ferry route to and from Shetland (unlike other major island groups in Scotland which have multiple links). If the service is inadequate and cannot be addressed due to a longer term inflexible contract the sustainability of the islands could be jeopardised.

This question is different to the one in the consultation document which ends “- please specify?” We should suggest 12 years (or 10 years with an option to extend for 2 years based on performance).

**Consultation Question 14: Are you satisfied with the current performance monitoring? If not, please outline what changes you would like to see introduced.**

Yes ☐

No ☐

**Comments:**

There is little evidence of the current monitoring in the public domain.

Would help to agree Key Performance Indicators with the Scottish Government and operator for use in the ZetTrans reporting framework.

Monitoring should be more than just performance data and must be able to demonstrate that the service provided is meeting the social and economic needs of the communities served. Therefore the communities served should be involved in developing meaningful KPIs that can be used to monitor contractual performance and also performance in terms of the service’s ability to support economic growth in the communities served.

There needs to be an effective mechanism to capture the unsatisfied demand and especially when passengers cannot get cabin accommodation and/ or a vehicle space on the sailing of their choice.

**General Points**

It is disappointing that there is no opportunity to comment on future vessel utilization such as options for daytime running, dual purpose freighters, etc.

It is felt that the consultation takes a short term view and does not take sufficient account of the objective in Shetland to grow the population, build on existing industries such as fishing, aquaculture, oil and gas, events promotion and develop new industries in the fields of renewables and decommissioning. For these opportunities to be realized the capacity and reliability of the transport link must be in place before the investment and development can take place.

A lot of the constraints of the current services could be addressed by procuring a replacement freight vessel that has dual passenger carrying capability when required. This would also give the opportunity for a sustainable ferry connection between Shetland and Scandinavia and perhaps enable one of the ropax vessels to be redeployed in the winter months (although more work would be required to establish whether needs could still be met).

Many of the existing constraints could also be addressed by providing a third passenger vessel to operate Lerwick / Kirkwall / Aberdeen sailings. This would free the existing 2 passenger ships to operate direct sailings between Aberdeen and Lerwick each night.

Other general points:

- The successful operator must be required to continue to participate in the existing consultation structure.
- Public information and reservation facilities must be maintained at least at existing levels.
- The Scottish Ferries Review reports suggest that RTPs, LAs should have a greater involvement in the tendering process. This would be welcomed. Consideration should be given to a similar arrangement to the current cost saving Working Group.
- Protect existing arrangements for shipment of livestock.
- Operators must be asked in the tender documents to propose how they will increase the availability of sleeping accommodation on the routes.





## **REPORT**

**To: Infrastructure Committee**

**5 October 2010**

**From: Executive Director – Infrastructure Services**

### **FIXED LINK POLICY MANAGERIAL AND GOVERNANCE PROPOSAL - UPDATE**

#### **1. Introduction**

- 1.1. At its meeting on 30 June 2010 Shetland Islands Council agreed to establish a Member/ Officer Working Group to explore the potential of securing funding for a programme of fixed links min. ref. SIC 100/10)
- 1.2. Furthermore, the Infrastructure Committee at its meeting on 31 August 2010 agreed that a Fixed Links Steering Group be established (min. ref. Infrastructure 67/10) as part of the approach to be adopted in the management and governance of the Council's Fixed Links policy.
- 1.3. Since that decision Members of Fixed Link Funding Working Group met and it was suggested that rather than having two groups working on broadly similar tasks it would be more efficient to merge this group into the Fixed Links Steering Group with remit of the Steering Group amended to include the work of the Funding Working Group.
- 1.4. This report asks Members to confirm that the existing membership will remain in place for the modified Fixed Link Steering Group and seeks approval for the modified remit of the group, as set out in Appendix 1.

#### **2. Links to Council Priorities**

- 2.1. The Council's Corporate Plan states *"Shetland's communities are scattered and have a diverse set of needs. To best address those, we must have sustainable road, sea and air transport systems, both internal and external, that ensure everyone is able to access the places, services and opportunities they need."*
- 2.2. The Shetland Transport Strategy states, **"Section 6.2 – Work on appraising strategic alternatives has confirmed the desirability of developing a fixed links strategy for Shetland – principally for the benefits accruing from reduced revenue burdens, but also facilitating improved accessibility and wider opportunities for service delivery efficiencies. The principal links to be considered are between Lerwick and Bressay, Mainland Shetland and Yell, Yell and Unst and also Mainland Shetland and Whalsay"**.

### **3. Risk Management**

3.1. There are no risks arising directly from this report.

### **4. Proposal**

4.1. It is proposed that the Fixed Links Funding Working Group be merged with the Fixed Links Steering Group and that the remit of the Fixed Links Steering Group is amended as proposed in Appendix 1 to this report.

### **5. Financial Implications**

5.1. There are no financial implications arising from this report.

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

6.1. Matters relating to provision of transportation services and infrastructure are delegated to the Infrastructure Committee as part of its remit in Section 12 of the Council's Scheme of Delegation. As the Fixed Link Funding Working Group was set up by the Council any changes to this requires a decision of the Council.

### **7. Recommendations**

I recommend that the Infrastructure Committee recommends to the Council that it:

7.1. Approves the proposal in 4.1 to merge the Fixed Links Funding Working Group and the Fixed Links Steering Group.

7.2. Approves the membership and revised remit of the Fixed Links Steering Group given in Appendix 1.

Report Number: TR-36-10-F

## **FIXED LINK STEERING GROUP**

### **1. Remit**

To advise and assist the Executive Director – Infrastructure Services on issues concerning the funding and development of a fixed links work programme covering: -

- Mainland Shetland and Bressay
- Mainland Shetland and Whalsay
- Mainland Shetland and Yell
- Yell and Unst

### **2. Membership**

Cllr Jim Budge  
Cllr Sandy Cluness  
Cllr Alistair Cooper  
Cllr Betty Fullerton  
Cllr Iris Hawkins  
Cllr Robert Henderson  
Cllr Allan Wishart  
Chief Executive  
Executive Director – Infrastructure Services  
Head of Transport  
Project Manager  
Officials as required.  
Quorum – at least 2 Councillors.

### **3. Authority and Reporting**

The Group is purely advisory and has no executive powers. Any proposals arising from the work of the group must be referred by report from the Executive Director – Infrastructure Services, or his nominee, to the Infrastructure Committee for a decision.

### **4. Administration**

Administration will be provided by the Council's Legal and Administrative Services.





## **REPORT**

**To: Infrastructure Committee**

**05 October 2010**

**From: Service Manager – Environmental Health  
Environment and Building Services  
Infrastructure Services Department**

### **AIR QUALITY MONITORING**

#### **1 Introduction**

- 1.1 This report advises the Infrastructure Committee of the continuous Air Quality Monitoring undertaken since 2009.

#### **2 Link to Council Priorities and Risk**

- 2.1 The Environmental Health function contributes to Improving Health outcomes in the Single Outcome Agreement.
- 2.2 Under Part IV of the Environment Act 1995, all Local Authorities have a duty to review, assess and manage air quality. The Air Quality review and assessment does not have to rely on data from a continuous monitoring station.

#### **3 Background**

- 3.1 It is a duty on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the national air quality objectives are likely to be achieved. Where exceedences are considered likely, the local authority must then 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.
- 3.2 In 2008, Environmental Health was awarded a grant from the Scottish Government to create an automatic air quality monitoring site for NO<sub>x</sub> and SO<sub>2</sub>. Since December 2008 the data has been being collated. This has indicated that no exceedences of air quality objectives have been recorded.
- 3.3 A copy of the report on Air Quality submitted to the Scottish Government in April 2010 is attached for information.
- 3.4 The monitoring has indicated that the air quality is good in Shetland and that no further action is required currently by the Council. The Monitoring Station was funded by the Scottish Government and they funded the maintenance and calibration in 2009/10. The Contract is

due for renewal in January 2011. Unless the Scottish Government wish to maintain the monitoring station contract, it is proposed that at this stage monitoring will cease as it would be unnecessary to incur any costs in ongoing monitoring.

#### **4 Financial Implications**

- 4.1 The maintenance and calibration of the equipment has to date been funded by the Scottish Government. The value of this contract is £6,500 per annum and would be a growth on budget if the Council wished to retain this service. If this arrangement ceases, therefore it is proposed that continuous air quality monitoring will also cease.

#### **5 Policy and Delegated Authority**

- 5.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit, Section 12.0 of the Council's Scheme of Delegations, and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision.

#### **6 Conclusion**

- 6.1 As detailed in the attached air quality report, Shetland has low levels of air pollution and the monitoring has indicated that no further action needs to be taken to monitor or manage air quality.

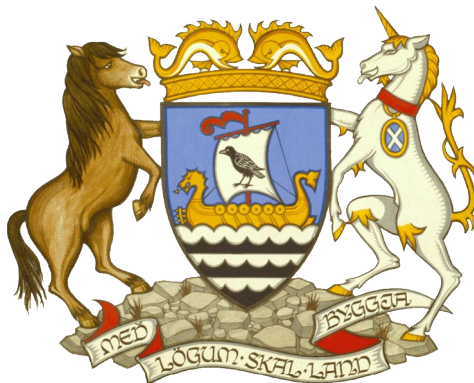
#### **7 Recommendation**

- 7.1 I recommend that the Infrastructure Committee:

7.1.1 Note the contents of the Air Quality Report in Appendix 1; and

7.1.2 Approve the proposal not to take on the cost of maintenance and calibration of the monitoring equipment if Government funding ceases.

Report Number: ES-28-10-F



# 2010 Air Quality Progress Report for Shetland Islands Council

In fulfillment of:  
Part IV of the Environment Act 1995  
Local Air Quality Management

April 2010

|                                |  |
|--------------------------------|--|
| <b>Local Authority Officer</b> | <a href="#">Elaina Leach</a><br><a href="#">Environmental Health Officer</a><br><br><a href="#">01595 744816</a><br><a href="mailto:elaina.leach@shetland.gov.uk">elaina.leach@shetland.gov.uk</a> |
|--------------------------------|--|

|                   |  |
|-------------------|--|
| <b>Department</b> | <a href="#">Infrastructure Services</a>  |
| <b>Address</b>    | <a href="#">Grantfield</a><br><a href="#">Lerwick</a><br><a href="#">Shetland</a><br><a href="#">ZE1 0NT</a> |
| <b>Telephone</b>  | <a href="#">01595 744800</a>   |
| <b>e-mail</b>     | <a href="mailto:infrastructure@shetland.gov.uk">infrastructure@shetland.gov.uk</a>                           |

|                                |                            |
|--------------------------------|----------------------------|
| <b>Report Reference number</b> |                            |
| <b>Date</b>                    | <a href="#">April 2010</a> |

## **Executive Summary**

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

No significant changes to air pollution sources have been identified, although some proposed future changes are noted. Further information on these will be included in annual progress reports and updating and screening assessments as and when the developments take place.

An automatic air quality monitoring site for NO<sub>x</sub> and SO<sub>2</sub> came on line in December 2008. There is data for the majority of 2009 and no exceedences of air quality objectives have been recorded.

This progress report concludes that detailed assessments are not required for any pollutant.

# Table of contents

|          |  |           |
|----------|--|-----------|
| <b>1</b> | <b>Introduction</b>  | <b>5</b>  |
| 1.1      | Description of Local Authority Area                          | 5         |
| 1.2      | Purpose of Progress Report                                   | 5         |
| 1.3      | Air Quality Objectives                                       | 6         |
| 1.4      | Summary of Previous Review and Assessments                   | 6         |
| <b>2</b> | <b>New Monitoring Data</b>                                   | <b>7</b>  |
| 2.1      | Summary of Monitoring Undertaken                             | 7         |
| 2.2      | Comparison of Monitoring Results with Air Quality Objectives | 9         |
| <b>3</b> | <b>New Local Developments</b>                                | <b>11</b> |
| 3.1      | Road Traffic Sources   | 11        |
| 3.2      | Other Transport Sources                                      | 11        |
| 3.3      | Industrial Sources   | 11        |
| 3.4      | Commercial and Domestic Sources                              | 11        |
| 3.5      | New Developments with Fugitive or Uncontrolled Sources       | 11        |
| <b>4</b> | <b>Conclusions and Proposed Actions</b>                      | <b>12</b> |
| 4.1      | Conclusions from New Monitoring Data                         | 12        |
| 4.2      | Conclusions relating to New Local Developments               | 12        |
| 4.3      | Proposed Actions   | 12        |

# **1 Introduction**

## **1.1 Description of Local Authority Area**

### **1.1.1 Geography**

Shetland is an archipelago, about 400 miles from the Arctic Circle. The 60°N latitude line passes through Mainland. The southern tip of Mainland is about 100 miles from the nearest point on mainland Scotland & almost 400 miles north of Edinburgh.

Including Fair Isle, Shetland stretches about 100 miles north to south. There are over 100 islands in the group, 15 of which are inhabited. The highest point is Ronas Hill, rising to 1,475 feet. Nowhere in Shetland is more than 3 miles from the sea.

### **1.1.2 Population**

After decades of decline, the population of Shetland, which had fallen to nearly 17,000 in the mid-1960s, rose significantly between 1971 and 1981 as a direct result of oil related activity. Based on recent population estimates since the 2001 Census, the population has been relatively stable at around 22,000.

### **1.1.3 Air Pollution Sources**

#### **a) Road Traffic**

Traffic density, is very low in comparison to motorway and city traffic. There are very few roads and junctions where traffic is in excess of 5,000 and 10,000 vehicles per day.

#### **b) Other Transport**

There are no trains Shetland, however there are air and sea ports. The main airports are Sumburgh & Scatsta and the main seaport is Lerwick.

#### **c) Industrial**

The key industry sectors in Shetland are Fisheries, Oil Production Operations and Agriculture. A (small) major fuel storage depot is located in Lerwick.

## **1.2 Purpose of Progress Report**

Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the Local Air Quality Management process.

They are not intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort.

This Progress Report does not identify any risk of exceedence of an Air Quality Objective; therefore Shetland Islands Council is not undertaking any Detailed Assessment.

The next progress report will be carried out in 12 months time.

### 1.3 Air Quality Objectives

The air quality objectives applicable to LAQM in Scotland are set out in the Air Quality (Scotland) Regulations 2000 (Scottish SI 2000 No 97), the Air Quality (Scotland) (Amendment) Regulations 2002 (Scottish SI 2002 No 297), and are shown in Table 1.1. This table shows the objectives in units of microgrammes per cubic metre,  $\mu\text{g}/\text{m}^3$  (milligrammes per cubic metre,  $\text{mg}/\text{m}^3$  for carbon monoxide) with the number of exceedences in each year that are permitted (where applicable).

**Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in Scotland.**

| Pollutant                                   | Concentration   | Measured as         | Date to be achieved by |
|---|---|---------------------|------------------------|
| Benzene                                     | 16.25 $\mu\text{g}/\text{m}^3$  | Running annual mean | 31.12.2003             |
|   | 3.25 $\mu\text{g}/\text{m}^3$   | Running annual mean | 31.12.2010             |
| 1,3-Butadiene                               | 2.25 $\mu\text{g}/\text{m}^3$   | Running annual mean | 31.12.2003             |
| Carbon monoxide                             | 10.0 $\text{mg}/\text{m}^3$   | Running 8-hour mean | 31.12.2003             |
| Lead  | 0.5 $\mu\text{g}/\text{m}^3$  | Annual mean         | 31.12.2004             |
|   | 0.25 $\mu\text{g}/\text{m}^3$   | Annual mean         | 31.12.2008             |
| Nitrogen dioxide                            | 200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year   | 1-hour mean         | 31.12.2005             |
|   | 40 $\mu\text{g}/\text{m}^3$   | Annual mean         | 31.12.2005             |
| Particles (PM <sub>10</sub> ) (gravimetric) | 50 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year  | 24-hour mean        | 31.12.2004             |
|   | 50 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 7 times a year   | 24-hour mean        | 31.12.2010             |
|   | 40 $\mu\text{g}/\text{m}^3$   | Annual mean         | 31.12.2004             |
|   | 18 $\mu\text{g}/\text{m}^3$   | Annual mean         | 31.12.2010             |
| Sulphur dioxide                             | 350 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 24 times a year | 1-hour mean         | 31.12.2004             |
|   | 125 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 3 times a year  | 24-hour mean        | 31.12.2004             |
|   | 266 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year | 15-minute mean      | 31.12.2005             |

### 1.4 Summary of Previous Review and Assessments

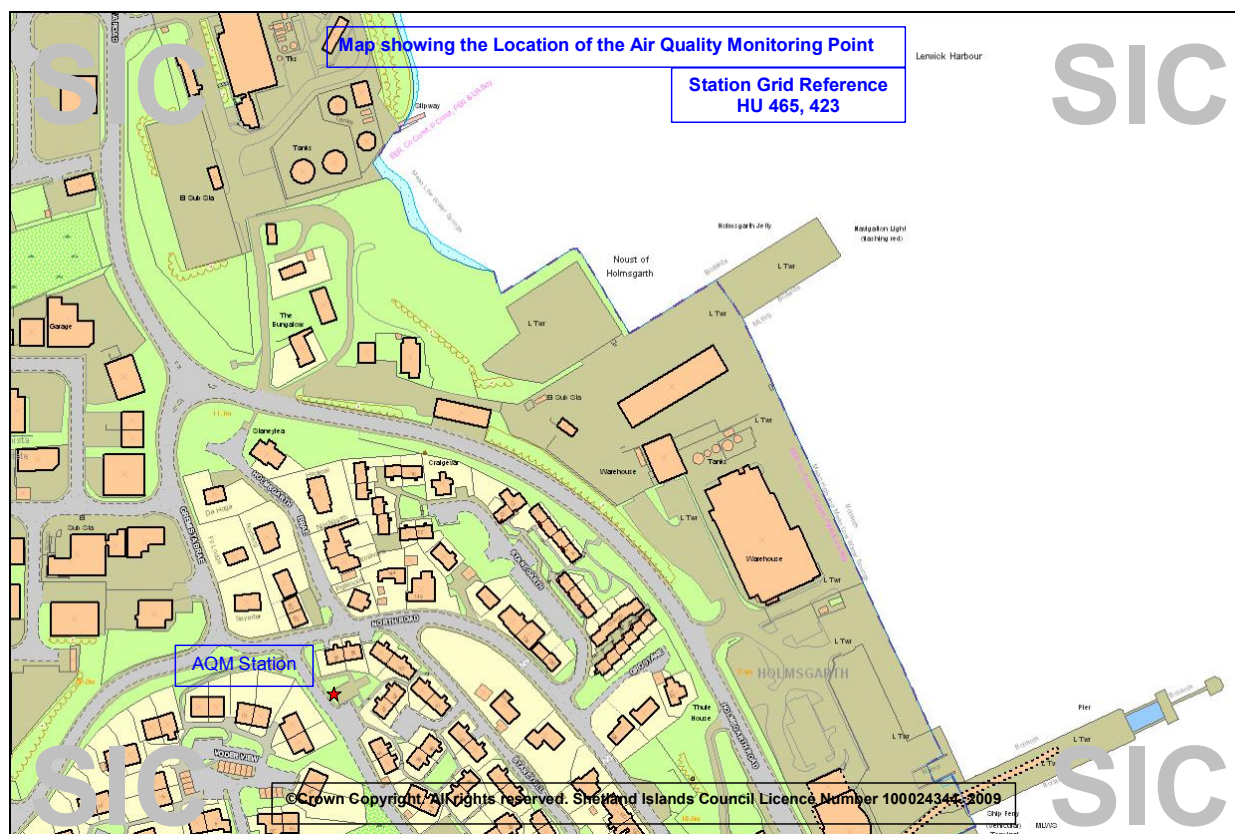
Previous rounds of Review and Assessment have not determined the need for detailed assessment and no air quality management areas have been declared in Shetland Islands Council's area.

## 2 New Monitoring Data

### 2.1 Summary of Monitoring Undertaken

#### 2.1.1 Automatic Monitoring Sites

**Figure 2.1 Location Map of Automatic Monitoring Site**



**Table 2.1 Details of Automatic Monitoring Site**

| Site Name | Site Type        | OS Grid Ref | Pollutants Monitored               | In AQMA? | Distance to kerb of nearest road | Worst-case exposure? |
|-----------|------------------|-------------|------------------------------------|----------|----------------------------------|----------------------|
| LER 3     | Urban Background | HU 465 423  | NO <sub>x</sub><br>SO <sub>2</sub> | N        | 1.5m                             | Y                    |

**Figure 2.2 Details of Ratified Data Produced by AEA on behalf of the Scottish Government**

| <b>LERWICK STANEY HILL</b><br><b>1<sup>st</sup> January to 31<sup>st</sup> December 2009</b> |                        |                        |                        |
|--|------------------------|------------------------|------------------------|
| These data have been fully ratified by AEA   |                        |                        |                        |
| POLLUTANT  | NO <sub>2</sub>        | NO <sub>x</sub>        | SO <sub>2</sub>        |
| Number Very High   | 0                      | -                      | 0                      |
| Number High  | 0                      | -                      | 0                      |
| Number Moderate  | 0                      | -                      | 0                      |
| Number Low   | 6766                   | -                      | 33676                  |
| Maximum 15-minute mean   | 105 µg m <sup>-3</sup> | 701 µg m <sup>-3</sup> | 253 µg m <sup>-3</sup> |
| Maximum hourly mean  | 78 µg m <sup>-3</sup>  | 562 µg m <sup>-3</sup> | 207 µg m <sup>-3</sup> |
| Maximum running 8-hour mean  | 55 µg m <sup>-3</sup>  | 387 µg m <sup>-3</sup> | 147 µg m <sup>-3</sup> |
| Maximum running 24-hour mean   | 42 µg m <sup>-3</sup>  | 308 µg m <sup>-3</sup> | 117 µg m <sup>-3</sup> |
| Maximum daily mean   | 33 µg m <sup>-3</sup>  | 237 µg m <sup>-3</sup> | 88 µg m <sup>-3</sup>  |
| Average  | 8 µg m <sup>-3</sup>   | 18 µg m <sup>-3</sup>  | 4 µg m <sup>-3</sup>   |
| Data capture   | 77.2 %                 | 77.2 %                 | 94.9 %                 |

All mass units are at 20°C and 1013mb  
NO<sub>x</sub> mass units are NO<sub>x</sub> as NO<sub>2</sub> µg m<sup>-3</sup>

| Pollutant        | Air Quality Regulations (2000) and<br>Air Quality (Scotland) Amendment Regulations 2002 | Exceedences | Days |
|------------------|---|-------------|------|
| Nitrogen Dioxide | Annual mean > 40 µg m <sup>-3</sup>   | 0           | -    |
| Nitrogen Dioxide | Hourly mean > 200 µg m <sup>-3</sup>  | 0           | 0    |
| Sulphur Dioxide  | 15-minute mean > 266 µg m <sup>-3</sup>   | 0           | 0    |
| Sulphur Dioxide  | Hourly mean > 350 µg m <sup>-3</sup>  | 0           | 0    |
| Sulphur Dioxide  | Daily mean > 125 µg m <sup>-3</sup>   | 0           | 0    |

### 2.1.2 Non-Automatic Monitoring

Some short-term diffusion tube monitoring of SO<sub>2</sub> was carried out at the two busiest road traffic areas to determine whether any further monitoring would be required. The results, while only a spot-check, indicate that no further monitoring is required. Indeed levels were below the limit of detection in 3 of the 4 results.

**Table 2.2 Details of Non- Automatic Monitoring Sites**

| Monitoring Location | Site Type | OS Grid Ref | Pollutants Monitored | In AQMA ? | Relevant Exposure? (Y/N with distance (m) to relevant exposure) | Distance to kerb of nearest road (N/A if not applicable) | Worst-case Location ? |
|---------------------|-----------|-------------|----------------------|-----------|---|--|-----------------------|
| North Lochside      | Roadside  | HU 468 417  | SO <sub>2</sub>      | N         | Y, 5m   | 1m   | Y                     |
| Church Road         | Roadside  | HU 478 412  | SO <sub>2</sub>      | N         | Y, 2m   | 1m   | Y                     |

**Figure 2.3 Details of Diffusion Tube Data****Number of Hours the Diffusion Tubes were Sampling**

| Site Name      | Date out   | Date in    | Hrs    | Date out   | Date in    | Hrs   |
|----------------|------------|------------|--------|------------|------------|-------|
| North Lochside | 05/06/2009 | 29/06/2009 |        | 13/11/2009 | 09/12/2009 |       |
|                | 20:15      | 14:00      | 569.75 | 17:15      | 16:45      | 623.5 |
| Church Road    | 05/06/2009 | 29/06/2009 |        | 13/11/2009 | 09/12/2009 |       |
|                | 20:30      | 16:00      | 571.5  | 17:00      | 16:30      | 623.5 |

**Results of Diffusion Tube Sampling**

|                     | Pollutant SO <sub>2</sub> (vppb) |        |
|---------------------|----------------------------------|--------|
| Monitoring Location | Jun-09                           | Dec-09 |
| North Lochside      | <LOD                             | <LOD   |
| Church Road         | <LOD                             | 0.29   |

## 2.2 Comparison of Monitoring Results with Air Quality Objectives

Monitoring results do not indicate any breaches of air quality objectives.

### 2.2.1 Nitrogen Dioxide

The annual mean concentration has not exceeded the 40 µg/m<sup>3</sup> objective.

The 99.8<sup>th</sup> percentile of 1-hour mean concentrations does not exceed 200 µg/m<sup>3</sup>.

**Table 2.3a Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with Annual Mean Objective**

| Location    | Within AQMA' | Data Capture for full calendar year | Annual mean concentrations |
|-------------|--------------|-------------------------------------|----------------------------|
| Staney Hill | N            | 77.2 %                              | 8 µg m <sup>-3</sup>       |

| Air Quality Regulations 2000 and Air Quality (Scotland) Amendment Regulations 2002 | Exceedences | Days |
|--|-------------|------|
| Annual mean > 40 µg m <sup>-3</sup>  | 0           | -    |

**Table 2.3b Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with 1-hour Mean Objective**

| Location    | Within AQMA' | Data Capture for full calendar year | Maximum Hourly Mean Concentration |
|-------------|--------------|-------------------------------------|-----------------------------------|
| Staney Hill | N            | 77.2 %                              | 78 µg m <sup>-3</sup>             |

| Air Quality Regulations 2000 and Air Quality (Scotland) Amendment Regulations 2002 | Exceedences | Days |
|--|-------------|------|
| Hourly mean > 200 µg m <sup>-3</sup>   | 0           | 0    |

### 2.2.2 PM<sub>10</sub>

No monitoring for PM<sub>10</sub> has been carried out for the purposes of this report.

### 2.2.3 Sulphur Dioxide

There are:

- no 15-minute means greater than 266 µg/m<sup>3</sup>,
- no 1-hour means greater than 350 µg/m<sup>3</sup> and
- no 24-hour means greater than 125 µg/m<sup>3</sup>

**Table 2.6 Results of SO<sub>2</sub> Automatic Monitoring: Comparison with Objectives**

| Location    | Within AQMA? | Data Capture 2009 | Number of Exceedences of:                    |   |  |
|-------------|--------------|-------------------|--|---|--|
|             |              |                   | 15-minute Objective (266 µg/m <sup>3</sup> ) | 1-hour Objective (350 µg/m <sup>3</sup> ) | 24-hour Objective (125 µg/m <sup>3</sup> ) |
| Staney Hill | N            | 94.9%             | 0  | 0   | 0  |

### 2.2.4 Benzene

No monitoring for Benzene has been carried out for the purposes of this report.

### 2.2.5 Other pollutants monitored

No monitoring for other pollutants has been carried out for the purposes of this report.

### 2.2.6 Summary of Compliance with AQS Objectives

Shetland Islands Council has examined the results from monitoring in the Shetland Islands Council's area. Concentrations are all below the objectives; therefore there is no need to proceed to a Detailed Assessment.

### **3 New Local Developments**

#### **3.1 Road Traffic Sources**

There are no newly identified road traffic sources in Shetland Islands Council's area.

#### **3.2 Other Transport Sources**

There are no new/newly identified other transport sources in Shetland.

#### **3.3 Industrial Sources**

Planning Permission has been granted for a new gas processing plant adjacent to Sullom Voe Oil Terminal in the north mainland of Shetland. Air quality was considered in the Environmental Statement and during the planning process.

Information to date does not indicate that this new development will result in breaches of any air quality objectives. However, a planning condition has been included requiring that detailed air quality modelling be carried out with respect to the actual plant to be installed. Should this detailed modelling indicate that any air quality objectives may be breached then the developer will be required to carry out actual monitoring. The detailed modelling, any monitoring and the air quality management plan must be agreed prior to commissioning of the system.

The plant is expected to become operational in 2014.

#### **3.4 Commercial and Domestic Sources**

There are no new/newly identified commercial and domestic sources in Shetland.

#### **3.5 New Developments with Fugitive or Uncontrolled Sources**

The Energy Consents Unit is currently considering an application for a large wind farm in the central mainland of Shetland. Fugitive emissions from quarrying operations and traffic on unmade roads were considered in the application process.

Consent has not yet been given for this development.

Shetland Islands Council has identified the following new or previously unidentified local developments which may impact on air quality in the Local Authority area.

- Gas Processing Plant, North Mainland
- Wind Farm, Central Mainland

These will be taken into consideration in the next Updating and Screening Assessment, scheduled for 2012.

## **4 Conclusions and Proposed Actions**

### **4.1 Conclusions from New Monitoring Data**

No exceedences were identified. Therefore no detailed assessment is required.

### **4.2 Conclusions relating to New Local Developments**

Two new local developments will required more detailed consideration in the next updating and screening assessment. Neither of these appear to give rise to the need for detailed assessment.

### **4.3 Proposed Actions**

Monitoring data has not identified the need to proceed to a Detailed Assessment for any pollutant, nor has it identified any need for additional monitoring, or changes to the existing monitoring programme

The next action of Shetland Islands Council will be to submit the 2011 Progress Report.



## **REPORT**

**To: Infrastructure Committee**

**5 October 2010**

**From: Service Manager – Environmental Health  
Environment and Building Services  
Infrastructure Services Department**

### **DOG FOULING**

#### **1 Introduction**

- 1.1 This report advises the Infrastructure Committee of the campaign planned to highlight dog fouling and to reinforce to the small minority of dog owners who fail to clean up after their dog and the unacceptability of this behaviour.

#### **2 Link to Council Priorities and Risk**

- 2.1 The Environmental Health function contributes to *Improving Health* outcomes in the Single Outcome Agreement.
- 2.2 The Council has a duty to authorise at least one person to issue FPN's under the Dog Fouling (Scotland) 2003. The Council currently has 13 Officers authorised so this duty is complied with. Failure to effectively tackle dog fouling in Shetland could result in reputation damage to the Council and increased public dissatisfaction.

#### **3 Background**

- 3.1 Dog fouling is the primary complaint made by the public in consultations about their area. In a nation-wide survey 69% of the Scottish public said that dog fouling bothered them more than any other type of litter and 52% singled it out as the type of issue that offended them most. The Dog Fouling (Scotland) Act 2003 made it an offence to fail to clean up after a dog that has fouled in a public place. Environmental Health issue Fixed Penalty Notices when an authorised officer witnesses an offence under the Act. This requires the person responsible for the dog to pay a £40 fine, which rises to £60 if it is unpaid, or be reported to the Procurator Fiscal for the offence.
- 3.2 In order to address Dog Fouling, Environmental Health and the Neighbourhood Support Workers undertake high visibility patrols during early mornings, afternoons, evenings and weekends in targeted areas with the highest levels of dog fouling. They provide education and advice to community groups and schools.

- 3.3 In the last three years the 13 authorised Environmental Health enforcement officers have served Fixed Penalty Notices as detailed in the following table:

|              | <b>Litter</b> | <b>Dog fouling</b> |
|--------------|---------------|--------------------|
| 2010 to date | 9             | 2                  |
| 2009         | 15            | 3                  |
| 2008         | 15            | 2                  |

- 3.4 Whilst officer time is allocated to patrols and these are becoming increasingly better targeted, it is very difficult to catch people when carrying out patrols as can be seen by the low numbers of fixed penalties issued. Irresponsible dog owners will often clean up if they see someone watching them but will leave it if they can get away with it. Environmental Health has also targeted attendance where dogs are let out unattended and foul common areas. Dogs are seized as strays, taken to the kennels and owners are charged for their release. These targeted approaches are most effective where the public provides good information and there is communication between residents, community groups and officers.
- 3.5 Last year a high profile campaign to highlight dog fouling using pink paint was effective in increasing public awareness of the legal requirement to clean up after dogs. The campaign harnessed the commitment of other responsible dog walkers and members of the public to record and report fouling and empowered them to speak to other dog walkers to encourage them to clean up after their dogs. This improved the information held by the service about highly fouled areas and provided information about times when irresponsible dog walkers were in the areas targeted so that more proactive enforcement patrols could be implemented. It resulted in less dog fouling in the targeted areas for a period of time but incidences increased once the darker nights and snowy weather arrived.
- 3.6 This year Environmental Health intends to maintain the high profile approach with an enforcement month, followed by an education campaign. The aim of the campaign is to increase the number of 'intelligent' dog fouling reports received by the service to assist with targeted enforcement, to continue to raise public awareness of the penalties for and the unacceptability of dog fouling.
- 3.7 The campaign will include targeted area clean ups of heavily fouled common public areas by Environmental Health and local volunteers (if any). Once the area has been cleaned up then information will be provided to surrounding houses, shops and community facilities to show the level of contamination on the site. The community will be encouraged to support the campaign by displaying stickers and posters that show the area is part of a "Dogwatch Campaign" and warning dog owners that they shouldn't allow their dogs to foul in the area. Residents in the area will be encouraged to advise Environmental Health when they see people not cleaning up after their dogs.

- 3.8 The vast majority of dog owners are responsible and clean up after their dogs. It was clear from the “Pink Poo” campaign last year that these dog owners are irritated by the irresponsible owners, they are out walking in all weathers and at a variety of different times and often in a position where they can report dog fouling. It is intended to encourage this spirit in these dog owners by getting them to sign up to “Dogwatch” to agree to pass to Environmental Health reports of dog fouling that they see and to encourage other dog walkers to clean up by offering them dog bags.
- 3.9 It is also intended to contact Community Councils to encourage them to implement “Dogwatch” by carrying out audits of their areas to highlight where and when dog fouling occurs in order that targeted enforcement patrols can be implemented. Posters and stickers will be provided to local residents to show their commitment to the campaign. If irresponsible dog owners believe that there is more chance that they will be seen, reported and be fined for dog fouling then this may change their behaviour.

#### **4 Financial Implications**

- 4.1 The fines for litter and dog fouling are recycled to implement campaigns and promotions. The cost of implementing this campaign will be met from existing Environmental Health budgets.

#### **5 Policy and Delegated Authority**

- 5.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit, Section 12.0 of the Council’s Scheme of Delegations, and for which the overall objectives have been approved by the Council, in addition to appropriate budget provision.

#### **6 Conclusions**

- 6.1 The community finds the ongoing issue of dog fouling unacceptable and offensive. It is a small minority of dog owners who are still failing to clean up after their dogs. Environmental Health is keen to use the community’s eyes and ears to focus enforcement on this small minority in order to reduce the incidence of dog fouling.

#### **7 Recommendation**

- 7.1 I recommend that the Infrastructure Committee:
- 7.1.1 Note the proposal to implement the “Dogwatch” to encourage residents, responsible dog owners and Community Councils to provide detailed information about dog fouling to Environmental Health, to support more targeted enforcement activity and to show their commitment to addressing dog fouling in their community.

Report Number: ES-27-10-F





## **REPORT**

**To: Infrastructure Committee**

**5 October 2010**

**From: Network and Design Manager  
Roads  
Infrastructure Services Department**

### **A971 HAGGERSTA TO COVA REPORT ON PROGRESS, SEPTEMBER 2010**

#### **1 Introduction**

- 1.1 At its meeting on 18 November 2008 (Min Ref 83/08), the Committee asked that I report to each of its meetings on progress towards starting construction of the above project.

#### **2 Links to Council Priorities and Risk**

- 2.1 This project meets all of the Principles of the Shetland Transport Strategy, particularly those of Accessibility and Inclusion, Compliance, and Environmental Responsibility. This report is presented under our requirement to be Accountable.
- 2.2 Since this report is for noting only, no new risks should arise.

#### **3 Background**

- 3.1 Construction of a new road between the Whiteness School near Haggersta, and Cova in Weisdale is taking a long time to prepare, due mainly to the very thorough and lengthy procedures we have had to follow, and to the opposition which we face to certain aspects of the scheme.
- 3.2 In December 2008, the Executive Director of Infrastructure Services asked me to produce a provisional timetable for the remaining preparation tasks, and I detail an updated version of this below. I also note *in italics* the progress and matters in hand since I reported to the Committee on 31 August 2010 (Min Ref 74/10).

#### **4 Provisional Timetable**

- 4.1 **Until April 2009.** We concluded the road safety audit process, produced the final land acquisition plans and passed them to the District Valuer, renewed contact with the landowners, and kept the Scottish Government informed of progress.

## 4.2 April 2009 to April 2010

- 4.2.1 Voluntary land acquisition was agreed with 3 of the landowners, and the necessary land was purchased.
- 4.2.2 However, there was no success with voluntary acquisition from the other 2 landowners. There have been discussions with them, the District Valuer (DV) sent offers to them in July 2009, and he tried to reach agreement with them and their agents without success. Therefore, in November 2009 the Committee approved that a Compulsory Purchase Order (CPO) should be made (min ref 96/09).
- 4.2.3 Following the preparation and checking of the various drawings and documents, the new CPO was made on 27<sup>th</sup> April 2010.

## 4.3 April 2010 until the Scottish Ministers Confirm the CPO and the Stopping- Up Order

- 4.3.1 Following advertisement and notification to landowners of the making of the CPO, it was submitted on 15 June 2010 to the Scottish Government for confirmation. A detailed letter of objection to the CPO was received by the Scottish Government from the agents representing the two landowners affected, and it was passed to the Council for us to prepare a reply.
- 4.3.2 *This reply was prepared and sent to the Government in June, and since then we have clarified several details for them.*
- 4.3.3 *The Government has noted that the previous CPO made in 2001 is being withdrawn. It has been superseded by the new one, because the previous land plots did not include the areas of temporary occupation required in order to carry out the mitigating measures which we are obliged to do under the Environmental Statement. The landowners were being notified of this.*
- 4.3.4 *In addition, the Council has asked the Ministers to take a decision on the Stopping-Up Order. This has lain with them for some time, and they had let us know that they would not take a decision on it until we had either acquired all of the land, or had presented them with a CPO for it. The Government has asked the original objectors to confirm whether they wish their objections to stand.*

## 4.4 For a Period of at Least 6 Months before construction, if the project is scheduled in the new Capital Programme. We would carry out final design; produce contract drawings, quantities, and documents; issue tenders for return 6 weeks later; and instruct utilities to divert their plant.

## 4.5 Shortly Afterwards. Award contract. Start construction (for a period of about 15 months).

## **4.6 Additional Works**

- 4.6.1 The roadside rock face at Haggersta, which was excavated by the Council in about 1976, deteriorated over the years. Although it was originally agreed that it should be repaired during construction of the new road, it was recently agreed with the adjacent householders that we should carry out the repair works immediately. This was because the condition of the rock face had become worse, and also because it was likely that the new road may not be built for some time to come. *These works are virtually complete.*
- 4.6.2 *Minor fencing and boundary works were agreed with one of the owners from whom we have now acquired land, and these are now virtually complete.*

## **5 Financial Implications**

- 5.1 The current estimate of the cost of the project is £2.25m at 2009 prices, which includes for land acquisition, design and preparation, utility diversions, works, environmental mitigation, and supervision. For the project to proceed, it will have to be presented for scrutiny and approval under the Gateway Procedure approved recently, and then gain a firm slot in the Capital Programme.
- 5.2 Funds of £30,000 have been allocated in 2010/11 from “Advance Design” (transferred from budget code GCY6298) to allow the above preparation work for this scheme to continue.

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

- 6.1 The Infrastructure Committee has full delegated authority to act on all matters within its remit (including Section 12.0 of the Council’s Scheme of Delegations), and for which the overall objectives and budgets have been approved by the Council.
- 6.2 Under the revised policy on the use of CPOs, authority is delegated to the Executive Director – Infrastructure Services, or his nominee, to make a Compulsory Purchase Order in the above circumstances (min ref 95/09). In addition, due to previous difficulties with this particular project, the Committee confirmed on 24th November 2009 that a CPO should be used in this case (min ref 96/09). The previous CPO, made in 2001, is not now proceeding.

## **7. Recommendation**

- 7.1 I recommend that the Committee note progress towards preparing this project for construction.

Report Number: RD-22-10-F





## **REPORT**

**To: Infrastructure Committee**

**5 October 2010**

**From: Head of Finance  
Executive Services Department**

**Report No: F-052-F**

**Infrastructure Revenue Management Accounts  
General Ledger and Reserve Fund  
For the Period 1 April 2010 to 31 August 2010**

### **1. Introduction**

- 1.1 The purpose of this report is to provide Members with an overview of the financial position on the Infrastructure Services General Ledger and Reserve Fund revenue management accounts (RMA) for the first 5 months of 2010/11.
- 1.2 This report will also highlight the position with regard to savings identified and predicted outturn variances.

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

- 2.1 This report links to the Council's corporate priorities, defined in its Corporate Plan, specifically in relation to reviewing financial performance relative to the Council's financial policies.

### **3. Risk Management**

- 3.1 This is an information report so there are no risks associated with the recommendation.

### **4. Background**

- 4.1 The revenue management accounts are presented to the Executive on a monthly basis to monitor the Council's overall financial position.
- 4.2 The financial data in this report includes employee costs; operating costs (property, supplies & services, administration, transport and agency payments); transfer payments (grants); and income (fees and charges, grant funding and rents).

- 4.3 All appendices show the annual budget, year to date (YTD) budget, YTD actual and YTD variance. It is the YTD variances, which are referred to within this report. The YTD budget is derived from setting a budget profile, which estimates when spending will occur or income will be received. The YTD variance shows how actual activity has varied from the YTD budget.

## **5. Financial position on the General Ledger (inc Support/Recharged)**

- 5.1 Appendix 1 shows the position by service area and subjective category. There is an overall positive variance of £148k (1%) against budget to the end of period 5.

- 5.2 Appendix 2 sets out the position by cost centre and service area.

- 5.3 A summary of the main negative YTD variances (over £50k) is:

- Landfill Income - income underachieved by £88k due to the reduction in drill cuttings received for landfill in relation to the current downturn of North Sea drilling production.
- Roads Patching Operations - overspend of £69k due to the severity of the winter weather in 2009/10.
- Laxo Terminal, Toft Terminal, MV Filla & MV Linga - overspends of £221k due to vessel and terminal incidents that are the subject of insurance claims.
- Transport Fuel - overspend of £85k across Infrastructure Services due to increasing fuel prices.

These YTD overspends are offset by general underspending across Infrastructure Services, primarily on staffing and training budgets.

- 5.4 To date three significant variances totalling £669k have been identified which are predicted to adversely affect the outturn position against full year budgets set, as follows:

- £100k full year negative variance on Environment & Building Services Landfill income due to the downturn in North Sea drilling production during 2010/11;
- £69k full year negative variance on Roads Service patching operations due to the effects of the severe winter weather in 2009/10;
- £500k full year negative variance on Transport Service ferry vessel fuel costs due to the increase in fuel prices since 2010/11 budget setting.

## 6. Financial position on the Reserve Fund

- 6.1 Appendix 3 shows the position by service area and subjective category. There is an overall positive variance of £46k (32%) against budget to the end of period 5.
- 6.2 Appendix 4 sets out the position by cost centre and service area.
- 6.3 The variance is due to underspending on Planning Services grant programmes where it is difficult to predict when grant payments will be made.
- 6.4 No significant variances have been identified to suggest that the outturn position will not be in line with budgets set.

## 7. Financial Implications

- 7.1 The General Ledger is underspent against the YTD budget at period 5 by £148k for the reasons stated in 5.3 above. This underspend position is due to budget profiling variances and is not an indication of savings. Three adverse outturn variances have been identified to date totalling £669k.
- 7.2 The Reserve Fund is underspent against the year to date budget by £46k. This underspend position is due to budget profiling variances and is not an indication of savings.
- 7.3 As reported in the Head of Finance's Estimates Report in February 2010 (SIC Min Ref 15/10), in order to meet the financial policy target of a draw on Reserves of £2m on the General Fund revenue budget there is an overall budget saving requirement of £9.9m across the Council for 2010/11.
- 7.4 To date a total savings contribution of £922k has been committed by Infrastructure Services to the corporate budget saving requirement, as follows:

| Service                         | Subjective                                | £              |
|---------------------------------|---|----------------|
| Transport Service               | Increased ferry fares                     | 39,363         |
| Roads Service                   | Increased income on Scord Quarry          | 115,000        |
| Environment & Building Services | Reduction in repairs and maintenance      | 80,000         |
| Environment & Building Services | Reduction in Private Sector Housing Grant | 687,996        |
| <b>Total</b>                    |   | <b>922,359</b> |

## **8. Conclusion**

- 8.1 The General Ledger and Reserve Fund revenue management accounts show that Infrastructure Services overall are under target against budget as at period 5 (April - August) after savings of £922k have been removed to offset the corporate savings requirement referred to at 7.3 above.
- 8.2 Three significant variances totalling £669k have been identified which are predicted to adversely affect the outturn position on Infrastructure Services against full year budgets set as detailed in paragraph 5.4.

## **9. Policy & Delegated Authority**

- 9.1 The Infrastructure Committee has delegated authority to act on all matters within its remit for which the Council has approved the overall objectives and budget, in accordance with Section 12 of the Council's Scheme of Delegations.

## **10. Recommendation**

- 10.1 I recommend that the Infrastructure Committee note the report.

Report No: F-052-F  
Ref: GJ/HKT/BR

Date: 20 September 2010

**Minutes of the Road Safety Advisory Panel held on 7 September 2010 at 3.30 pm in the Council Chamber, Town Hall, Lerwick**

**Present**

|                |                            |
|----------------|----------------------------|
| I J Hawkins    | Shetland Islands Council   |
| F B Grains     | Shetland Islands Council   |
| J H Henry      | Shetland Islands Council   |
| E Skinley      | Road Safety Officer        |
| I Halcrow      | Head of Roads Service      |
| S Goodlad      | Safety Officer             |
| F Johnson      | Safety Manager             |
| S Pearson      | Service Manager            |
| C.I. D Bushell | Northern Constabulary      |
| PC A Card      | Northern Constabulary      |
| P Smith        | Scottish Ambulance Service |
| P Petursson    | Driving Instructor         |
| J Wylie        | Community Safety Officer   |
| L Gair         | Committee Officer          |

**Chairperson**

Mrs I J Hawkins, Vice Chairperson of the Panel, presided.

**Apologies**

|               |                          |
|---------------|--------------------------|
| A S Wishart   | Shetland Islands Council |
| F A Robertson | Shetland Islands Council |
| R S Henderson | Shetland Islands Council |
| J Budge       | Shetland Islands Council |

**Minutes**

The minute of the meeting held on 4 May 2010 was approved on the motion of Mrs F B Grains.

|    |  |  |
|----|--|--|
| 1. | <b><u>Matters Arising</u></b><br>None.   |  |
| 2. | <b><u>Road Safety Updates</u></b><br><br>2.1 <b><u>Enforcement Updates (Police)</u></b><br>The Chairperson advised that, as C.I. Bushell would have to leave shortly, the Enforcement Updates item would be taken first.<br><br>C.I. Bushell introduced the paper, attached as Appendix 2.1 advised that there was a typographical error in the submission and that drink driving should read 129 and not 29.<br><br>PC Card advised that generally figures were down on last year except for speeding, which he felt was due to the 20mph speed limits at schools. He advised that these resulted mainly in fixed penalties for driving 5mph over the speed limit.<br><br>The Panel were advised that drug drivers are now being reported to the DVLA where they can assess the case and revoke the |  |

|  |  |  |
|--|--|--|
|  | <p>licence if necessary. The Forum was advised that in the last year, the police had reported two such cases to the DVLA.</p> <p>C.I. Bushell advised that he was present to observe the meeting and to support PC Card. He said that from his perspective road safety was a priority and the forces priority was to reduce death, injury and driving under the influence of drink or drugs. He said that the Northern Constabulary was committed to being involved at a national level and the RSAP would be well supported by them.</p> <p>C.I. Bushell said that over the next few months, leading to Christmas, there would be a focus on drink and drug driving. He said however that the figures spoke for themselves and commented that the number of fatal road accidents was down in the Area Command. C.I. Bushell advised that the Road Safety Officer had attended the Community Safety Partnership and gave valuable input there and provided an update on the Road Safety Plan, which he said was proactive work that the police were committed to.</p> <p>Mr J H Henry advised that for some time over the last year he had been observing the increase in speed, in Lerwick, during the lunch hour and was of the opinion that this was mostly due to the younger drivers. C.I. Bushell advised that anti social driving was one of the Police's priorities however it was difficult to deal with when police are in marked cars. He advised that the new CCTV system was helping the police to catch people who are driving inappropriately. C.I. Bushell advised that any public reports made would also be followed up.</p> <p>In response to a query from the Chairperson, PC Card advised that drug testing is carried out with an impairment test eg, walk the line, balancing and this is carried out by a number of trained officers. By way of clarity, PC Card explained that drug/driving offenders are prosecuted in the same way, as a drink driver would be. He advised that the contact with the DVLA is done before an offence is committed using local intelligence. PC Card advised that many individuals speak to the police and tell them that they are taking heroine. In these situations, if they are in possession of a licence the Police report them to the DVLA for further enquiry. He added that this removes the potential for an accident.</p> <p>2.2 <u>Engineering Updates (Roads)</u><br/> The Head of Roads introduced the paper, attached as Appendix 2.2</p> <p>In response to a query from Mrs F B Grains regarding the lighting to be installed at Whiteness School, the Head of Roads advised that he would report back on a definitive date for this work to start.</p> <p>Mr P Petturson drew attention to the parking arrangements in Church Road above the Masonic Hall. He said that parked cars were sometimes overhanging the pavement out into the road,</p> |  |
|--|--|--|

|    |   |  |
|----|---|--|
|    | <p>which could cause a passing car to strike it. Mr Petturson also advised that he had seen pedestrians walk on the road in front of these parked vehicles. During discussions the Head of Roads advised that he would have this matter looked at with a view to providing marked parking spaces.</p> <p>Mr Petturson also drew attention to an issue he had with regard to the kerbing used in King Harald Street and said that the top of the kerbs are angled towards the road and this leaves a sharp serrated edge. He said that if someone were to hit the edge with their tyre and then drive on the main road outside Lerwick at a speed between 60-80mph the temperature would rise and the tyre would blow. The Head of Roads advised that the kerbs used were conservation kerbs and explained that the kerbs do not lean out but they do have a straight edge, which was different from the standard kerb, that were more rounded. He said that these kerbs are used in the conservation area of Lerwick in King Harald Street, Market Street and Harbour Street. The Head of Roads said that it was unlikely that these kerbs would be used anywhere else but there was no plans to change those already in place and to do so would incur a considerable cost.</p> <p>The Chairperson commented on how difficult it was to cross the road in King Harald Street at Islesburgh Community Centre. The Head of Roads advised that at the time of restructuring the paths and road in King Harald Street, consideration was given to design where the junctions would be made in such a way that would assist pedestrians in crossing the road, however this was not agreed by Members at that time. The Chairperson said that the earlier decision would not prevent the matter from being considered again.</p> <p>2.3 <u>Education Update (Road Safety Section)</u><br/> The Road Safety Officer introduced the paper, attached as Appendix 2.3 and provided a brief summary of the information contained therein.</p> <p>The Chairperson referred to the walking bus used at the Mossbank School and asked if something similar could be considered for Scalloway to alleviate the problem of the narrow path near the Scalloway School. The Road Safety Officer advised that the walking bus had been run by a volunteer in Mossbank, but it had subsequently failed when she moved house. The Road Safety Officer said that this was something that was encouraged within the schools travel plan. She added that she would update the October "Hands Up" survey to include this matter. The Safety Manager advised that some Local Authorities do run a walking bus with paid school patrol officers however appointing school patrol officers had proved difficult in Shetland.</p> |  |
| 3. | <p><b><u>Draft Road Safety Plan</u></b><br/> The Service Manager – Safety and Risk introduced the report, attached as Appendix 3 and advised that there was a need for all agencies to work</p>   |  |

|    |  |  |
|----|--|--|
|    | <p>together. She explained that this was the first draft for comment and that once all views and comments had been taken on board, it would be presented to the Panel again.</p> <p>In response to a query from Mrs F B Grains, the Service Manager – Safety and Risk advised that the pain and suffering figures were taken from National Figures.</p> <p>The Head of Roads referred to the figures provided in relation to seatbelts and noted the use of 1981/82 figures. He asked that it be highlighted that these figures related to a time before the seatbelt legislation was introduced. The Service Manager – Safety and Risk agreed that this would help to demonstrate that controlled measures do reduce accidents.</p> <p>At the beginning of the meeting the Panel were given the opportunity, to vote on a drawing competition that had been extended to local primary schools. The competition was broken into 3 categories namely P1-2, P3-4 and P5-7. The Panel were advised that the winning picture that would be used on the cover of the Road Safety Plan had been drawn by Kara Sharp, Primary 2, Tingwall Primary School, with runners up from the other 2 categories being Ryan Johnson, P4 and R Baronet, P7, both from Cunningsburgh Primary School.</p> |  |
| 5. | <p><b><u>AOCB</u></b></p> <p><b><u>Bus Routes</u></b> - The Safety Manager advised that with changes in the education services there was an ongoing piece of work being carried out by the Transport Service, to look at bus routes and school bus routes with risk assessments being carried out. She welcomed any comments or information on any routes that may be useful and advised that she would pass these on.</p> <p><b><u>Driving Tests</u></b> – P Petturson advised that from October driving tests would include a section on independent driving. He said that the driver would be asked to make their way to a given point, without direction, using their own knowledge and signage to get them there. Mr Petturson said that he welcomed this change as signage was not brilliant in Lerwick and many learner drivers had become reliant on their instructor or pass driver making the decisions and telling them what lane to get into etc. In response to a query, Mr Petturson said that he did not see this would lead to an increase in test failures.</p>   |  |
| 6. | <p><b><u>Date of Next Meeting</u></b></p> <p>The Panel noted that the next meeting will be held on Tuesday 23 November 2010 at 2pm in the Council Chamber, Town Hall, Lerwick</p>  |  |

The meeting concluded at 4.20pm.

Chairperson



# Shetland Islands Council

---

## NOTE

**Infrastructure and Environment Forum  
Council Chamber, Town Hall, Lerwick  
Thursday 16 September 2010 at 10am**

**Members:**

A S Wishart                      I J Hawkins  
J H Henry

**Stakeholders:**

A Anderson, Shetland Horticultural Society  
R Thompson, Fetlar Developments  
C Dickie, Northmavine Community Development Company  
K Ward, Firth and Mossbank Community Allotments Group  
A Kerin, Student at Scottish Agricultural College, RBGE, Edinburgh  
A Hannah, Sandwick Community Allotments Group  
M Hay, Northmavine Community Development Company  
S Mathieson, Visit Shetland  
K Greaves  
J Bevington, Hillswick Wildlife Sanctuary  
P Bevington, Hillswick Wildlife Sanctuary  
K Faulkener, Transition Shetland  
J Wilkes, COPE  
F Sutherland, COPE  
T Leith, Lerwick Allotments Association  
P Glanville, Tingwall & Grista Development Association  
R Stepanova, Lea Gardens, Nursery and Plant Collection

**Also:**

F B Grains  
J Budge  
V Ferguson, Trellis and the Federation of City Farms and Community Gardens.  
B Bull, Glachbeg Croft, Education Centre  
S McBirnie, U.R.G.E., Unst

**In Attendance (Officers):**

S Cooper, Head of Environment and Building Services  
M Lisk, Environmental Liaison Officer  
L Fiske, Development Plans  
A Hughson, Waste Prevention Officer  
B Sinclair, Waste Prevention Officer  
L Gair, Committee Officer

**Apologies:**

F A Robertson  
P Dinsdale, SEPA  
G Fraser, Scottish Agricultural College  
K Naulls, Moving On Project  
R Henderson, Seafood Shetland  
D Morgan, Criminal Justice Service, Shetland Islands Council  
B Kelman, Scottish and Southern Energy  
R Gunn, Shetland Support Services  
D Sandison, Shetland Aquaculture  
S Robertson, HIE Shetland  
I Napier, NAFC  
C Eunson, NFU  
D Gray, NAFC  
A Steven PromoteShetland

**Chairperson:**

Mr A S Wishart, Chairperson, presided.

**Circular:**

The circular calling the meeting was held as read. The Chairperson welcomed everyone and invited introductions around the table.

**03/10      Grow Your Own and Allotments**

The Forum noted a report by the Head of Environment & Building Services, attached as Appendix 1.

**Growing Communities in Scotland – Ms V Ferguson**

Ms Ferguson provided a slide presentation (Slides attached as Annex A).

Following the presentation the Chairperson welcomed questions from stakeholders.

Mrs Greave advised that Shetland had set up an organisation called the Shetland Allotments, Gardens and Plots, which covered people with small crofts. Mrs Greave asked if the support provided was just for allotments. Ms Ferguson advised that the Growing Communities in Scotland covers a range of initiatives, but it cannot support individuals.

**Community and Therapeutic Gardens – Mr B Bull**

Mr Bull provided a slide presentation (Slides attached as Annex B).

The Chairperson thanked Mr Bull for the informative presentation and invited questions from Stakeholders, however none were received.

**A Shetland Case Study – Ms S McBrinie, U.R.G.E.**

Ms McBrinie provided with a slide presentation (Slides attached as Annex C).

The Chairperson thanked Ms McBirnie for her presentation and commented that it showed real commitment, determination and hard work. He said it was inspirational.

Ms R Stepanova agreed and said that when she started out on her own garden, people told her that what she was doing could not be done but Ms McBirnie had proven that it doesn't matter what the soil is like or the climate, if someone is dedicated and willing to put in the hard work it can be done.

Ms McBirnie said that there was the added challenge of using no chemicals or pest control. She said that they have to pull the weeds or lay down carpets or plastic membrane. She advised that she sourced old carpets from the Baltasound Hotel when it was refurbished the chalets, she also encourages the local children to visit and give them fishnets to catch the cabbage butterflies. During the discussions, Ms McBirnie explained how they chose the site and gave many examples of recycling opportunities such as building a tyre wall, using second hand pallets for raised beds and fences as well as tying down the poly tunnel and creating a wind break with old fishing nets from the local salmon farm.

Mr J H Henry advised that he had visited the site twice last year and enquired how the project uses seaweed. Ms McBirnie explained the process of collecting the seaweed at the end of September and advised that this is laid under the manure and soil and confirmed that she has not had any problems with the salt content.

Ms V Ferguson said that this was truly inspiring and said that it shows what can be done in difficult conditions. Mr Bull said that he had been impressed with the "can do" attitude. He said that the URGE project was not just about growing food but that the spin off from the project was tremendous dealing with waste, energy, supply to shops, tourism and promoting healthy food.

In response to a question from Mr P Bevington, regarding what happens to the produce from Glachbeg Croft, Mr Bull explained that there is very little surplus as people grow their own from seed and follow the process to the kitchen. He said that what is left is placed on a table with an honesty box. Ms Ferguson added that some projects give the produce to the volunteers and sell what's left but that depends on any legal issues. She said some people operate a veg box scheme or sell to the local shops and stalls.

Mr Bevington asked how sustainable the project was when 4 people are working 20,000 hours. Ms McBirnie explained that she worked 6 hours a day when she was not conducting visitor tours. She said that the value was in receiving free food and that was effectively their

wages. Ms McBirnie advised that any income received from the sale of the produce is put back into the project to buy seeds, wheelbarrows, pick axes, and the purchase of an £80 car. She advised that there was now sufficient funds to purchase another poly tunnel.

Mr Bull said that he was impressed how quickly the project was set up. He commented that this would not have been as labour intensive if it were developed slower. Ms McBirnie said that they purchased 3 acres of land and had developed 1¼ acre. She said that they hoped to develop the land a little each year to eventually incorporate the whole area.

The Environmental Liaison Officer said that it was important to realise that people are not just gardeners. She said that at times of cutbacks this agenda was increasingly important for Shetland stating that Ms Ferguson has provided figures on real economic and social outcomes and that Mr Bull had demonstrated that it is not wrong to pay a fee for this work. The Environmental Liaison Officer said that Shetland Islands Council needed to look at this and begin to quantify the benefits possible in using this approach to deliver various outcomes across the Council. She said that there were a lot of projects such as COPE and various Development Companies work where funding was already not easy to find to assist in delivering their outcomes. She added that it was now time to take a step back and look at alternative ways of delivering these services. The Environmental Liaison Officer also informed the Forum that the cost of giving a family a piece of ground is the equivalent to £1,500 of income for 1 year and perhaps the best that can be done to help tackle deprivation in certain areas is to give access to the land and offer expertise from people like Ms McBirnie and Ms Stepanova so that families and groups could benefit from their own supported work.

The Chairperson said that there was a lot of information to be taken from this meeting and assimilated. He personally had been surprised at some of the information made available and not wishing to lose the impetus he asked for a report to be presented to a future meeting of the Infrastructure Committee on the issues highlighted and on solutions that can be developed.

Mr K Ward said that at the development in Mossbank people were engaged in growing their own and there were also health benefits to be gained from the work. He congratulated the URGE project but highlighted that there is always a core nucleus of people that will do the work and only when it is established do others want to take part.

Ms McBirnie agreed and sent on to described the sense of achievement in doing the work and creating something successful from taking a piece of moor land and creating a green oasis.

Ms Stepanova picked up on the therapeutic element of horticulture and the lack of willingness of engagement from others. She believed however that this was now something that was growing in Shetland. She said that Shetland could not always be dependant on imports and she had looked into self sufficiency in a big way. How much is grown can be widened and there was huge scope for horticulture on a slightly larger scale. There also needed to be scope for minor mechanisation. Ms Stepanova advised that she was also a member of the Nordic Arboretum Committee that included Scandinavia, Faroe and the Baltic States. She informed the forum that many different industries are coming out of these areas including cut flowers but in Shetland these things have to come by boat. The tradition of crofting in Shetland was to grow for the family and animals but this was reduced mostly by EU subsidy for sheep and as a result food production reduced.

Ms Stepanova continued to say that when employing people and volunteers she found a lack of skill and experience with some people not knowing how to dig efficiently and effectively. These basic skills need to be taught. She continued that some people apply to projects that are willing work for board and lodgings. She said that 2 day induction and training is offered on basic cultivation methods and how to identify pests and weeds was needed. Ms Stepanova said that this is what was needed but training would have to be Shetland Specific as it is not the same as Orkney or other island groups. She added that she had done research on bushes and expressed the view that there needed to be concentrated trials of what can be grown in Shetland. Ms Stepanova also advised that she was writing a book on edible gardens but producers need more information about the seedlings they are buying so that they can focus on what grows best. With regard to crofting issues, she said she would like more advice on crop rotation and explained that the use of seaweed acted as a natural anti-fungicide which might be developed further by a local firm and generate jobs for Shetland.

Ms Stepanova said that there was 2 acres of glasshouses, which was an unbelievable resource on marginal land in Tingwall. She explained that the Shetland Growers Group attempted to raise the funds to purchase this facility but advised that SLAP had not been flexible with their deadline and were unwilling to place an "offers over" value on the facility. She advised that this facility remained empty.

Mr P Glanville explained that the glass houses were being looked at by the Tingwall and & Grista Development Group and within the next few months a proposal would be put forward to get a feasibility study done. He said that approaches to the owner had been made who expressed a willingness to sell or perhaps lease. In response to queries on this Mr Glanville advised that this would be a Community Project for Central and West areas. He said however that there was a lot of work to be done before a proposal could be made.

Mr S Mathieson said that gardens were not just about flowers but also horticulture and said that horticulture tourism is big business on the Mainland and brings economic benefits to the local Community. He said that this was something that Shetland could start in a small way as many of the traditional tourist market for Shetland were interested in this type of thing. He informed the forum that some people would be willing to pay to come and be involved in a scheme. Mr Mathieson concluded that there was a lot of potential for this from the tourist side.

Mrs Bevington agreed that there was definitely potential in this area and referred to worldwide workers. She advised that she had someone asking if they could pay to come and be involved with the animals and wildlife.

Ms McBirnie advised that at the URGE project she had suggested advertising for people to come and pay to dig in their garden. She said that this could be achieved by linking in with the Baltasound Hotel and Saxavord Resort and they could work in the garden. Ms McBirnie felt that it would be a way of funding the jobs in the project and it was important to think of alternative ways to do that. She said that she has already had friends stay for a period of time that help on the Project. Ms McBirnie added that projects always look for funding but more could be done to look at utilising people.

Mr Bevington advised that a meeting of Transition Shetland would be held on 4 October at Islesburgh Community Council and everyone was welcome to attend.

The Environmental Liaison Officer advised that a meeting had been arranged to discuss transition areas, today at 1.30pm in the Grantfield Offices.

Mr A S Wishart thanked the speakers for attending the meeting from which there was much enthusiasm generated. He said that what happens from here on was important and that the report to Infrastructure could examine the way ahead. He advised that the guest speakers had made themselves available for a further session on 17 September at 7pm in the Town Hall. Mr A S Wishart also thanked the Environmental Liaison Officer for organising this event and for the work she does in the background.

The meeting concluded at 12.10pm.

.....  
Mr A S Wishart  
CHAIRPERSON

## **MINUTE**

**“A & B”**

**Zetland Transport Partnership  
Council Chamber, Town Hall, Lerwick  
Monday 20 September 2010 at 10am**

### **Present:**

|             |               |
|-------------|---------------|
| I J Hawkins | F A Robertson |
| S Robertson | Dr S Taylor   |
| A S Wishart |               |

### **Advisers:**

S Laurensen, Lerwick Port Authority  
J G Simpson, Development Committee  
J Smith, Sumburgh Airport Consultative Committee

### **Apologies:**

C H J Miller

### **In attendance (Officers):**

M Craigie, Lead Officer  
A Cogle, Service Manager - Administration

### **Chairperson**

Mrs I J Hawkins, Chairperson of ZetTrans, presided.

### **Circular**

The circular calling the meeting was held as read.

### **Declarations of Interest**

None

### **Minutes**

The minute of meeting held on 16 August 2010 was confirmed on the motion of Mr A Wishart, seconded by Mr S Robertson.

### **Members' Attendance at External Meetings**

Mr A Wishart advised that he and the Head of Transport had attended a meeting with the Transport Minister, but that the detail of this was provided within the Lead Officer's report on the agenda today.

21/10

### **Lead Officer's Report**

The Partnership considered a report by the Lead Officer (Appendix 1).

The Lead Officer outlined the structure of the report, advising that in relation to paragraph 2.6, Alternative Funding, he would present a report to the Partnership on the funding options once the UK and Scottish budget review of funding levels were provided in November/December.

Mr A Wishart said that, beside what was reported today, the Lead Officer had also met with the Transport Minister prior to the scheduled meeting with RTP Chairs, and was able to provide the Minister with background information on the issues concerning the Partnership, such as the importance of links, the danger of cuts in relation to aspects of the 2012 North Isles Tender, and the longer term Ferries Review. Mr Wishart said that he also met the Transport Minister briefly to re-emphasise these matters, and whilst the final outcome after the meeting with the Minister and RTP Chairs was good, there were further options for the longer term to be considered.

Mr J G Simpson said it was correct to await the outcome of the UK and Scottish budget reviews before agreeing on funding options, as there was too much speculation and the Partnership needed to make an informed decision.

Mr F A Robertson asked if the Minister for Transport was supportive of the Transport Partnerships. Mr A Wishart said that he got the impression that the Government was supportive. He said that whilst there were some rumours regarding the future of the Partnerships, particularly in relation to amalgamation, Mr Wishart said that he had the impression from his meeting with the Minister that he found the Partnerships to be valuable and regarded as an important link between the individual areas and the Government. The Lead Officer agreed, adding that the Minister was talking in terms of Partnerships taking on a role beyond that of strategic planning to one of delivery of services, once the Partnerships were able to develop their roles. Mr F A Robertson said that following other meetings he had attended, it was his view also that the Government saw the local Partnerships as being vital, in that if the work was not done by the Partnerships it would have to be done by the Government. The Lead Officer agreed, adding that Partnerships were seen as taking powers from Government, rather than from local authorities, and was about developing cross border transport issues and bringing activities closer to a local level.

The Partnership noted the report.

22/10

### **Implementation of Shetland Transport Strategy**

The Partnership considered a report by the Lead Officer (Appendix 2).

The Partnership noted that there was still no update on the ERDF funding for the Fetlar Breakwater. Mr J G Simpson said that whilst this project was moving along, he was disappointed that it was taking so long to get started, and hoped that it would commence before the end of this calendar year.

Regarding consultation on Internal Public Transport, the Lead Officer confirmed that this had been put on hold whilst the Blueprint for Education project was being carried out, as the outcome of that would have an effect on future proposals, but it was hoped to have the consultation period completed by the end of the calendar year, and tenders to be ready for issue and implementation next Summer.

The Partnership otherwise noted the terms of the report.

23/10

**Scottish Ferries Review – Response to Consultation Document**

The Partnership considered a report by the Lead Officer (Appendix 3).

Mrs I J Hawkins said that a seminar had been held to discuss the response in detail. Mr J G Simpson said that a lot of work had gone in to the response, and said it was important to keep an eye on the issues as they progressed.

Dr S Taylor said she had been unable to attend the seminar, but suggested that the response include a statement to advise that, in relation to the question surrounding funding from users of the service [Question 3], that there was the potential for funding to be simply moved from one part of the public sector to another, and therefore not necessarily generating new funding.

Mr F A Robertson said that the suggestion to separate tendering of the Scrabster/Stromness bundle was a very good suggestion.

The Partnership approved the recommendations in the report, on the motion of Mr A Wishart, seconded by Mr F A Robertson.

24/10

**Northern Isles Ferry Services – Response to Consultation Document**

The Partnership considered a report by the Lead Officer (Appendix 4) and approved the recommendations contained therein, on the motion of Mr A Wishart, seconded by Mr F A Robertson.

25/10

**Note of Shetland External Transport Form – 8 September 2010**

The Note of the Forum held on 8 September 2010 was noted by the Partnership (Appendix 5).

The meeting concluded at 10.15 a.m.

I J Hawkins  
CHAIRPERSON





---

## MINUTE

‘A&B’

**Inter-Island Ferries Board**  
**Council Chamber, Town Hall, Lerwick**  
**Thursday 23 September 2010 at 10.00am**

**Present:**

|               |               |
|---------------|---------------|
| R S Henderson | L Baisley     |
| A T J Cooper  | J H Henry     |
| A J Hughson   | R C Nickerson |
| F A Robertson | J G Simpson   |

**Apologies:**

C H J Miller

**In Attendance (Officers):**

M Craigie, Head of Transport  
C Reeves, Marine Superintendent  
B Robb, Management Accountant  
L Gair, Committee Officer

**Chairperson:**

Mr R S Henderson, Chairperson of the Board, presided.

**Circular:**

The circular calling the meeting was held as read.

**Declarations of Interest**

None.

**Minute**

The minute of the meeting held on 19 August 2010, having been circulated, was confirmed.

**Members' Attendance at External Meetings**

Nothing to report.

10/10 **Repairs to Symbister Ferry Terminal**

The Board noted a report by the Ferry Services Manager, attached as Appendix 1.

Mr J G Simpson questioned the cost of £83,560 and questioned if that was the final sum for the whole project. Mr Simpson said that this was a very big job with men working around the clock and on weekends. The Head of Transport explained that this was one element of the works that did not form part of the original tender. He said that the total cost,

including the tendered works would be in the region of £200,000. The Head of Transport added that a structural problem had been identified that needed to be addressed immediately and the contractor was chosen as they specialise in this area and were able to find a solution. He advised that the work could not wait for a 3-month tendering process and the Council could not carry out the work in house, as they do not have the staff, skills or equipment to do the work. He said that it was important to do the work before structural failure occurred adding that this proved to be good value for money.

Mr A T J Cooper moved that the Board approve the recommendations contained in the reported stating that he accepted the reasons for not carrying out the correct tender process and was pleased to see the report being presented to explain the situation. Mr J G Simpson seconded.

11/10 **Ferry Services Operational Report**

The Board noted a report by the Ferry Services Manager, attached as Appendix 2.

The Head of Transport introduced the report and drew attention to paragraph 10.5. He provided an update on progress with regard to the work being undertaken by staff on the life extension of existing vessels. The Head of Transport said that this work would have to be done in conjunction with the work of the Fixed Link Working Group as any priorities identified would determine where staff would focus their work and vice versa. Mr A T J Cooper agreed that the two were closely interlinked.

Mr R S Henderson referred to paragraph 5.1 of the report and said that the work on the m.v. Snolda had been completed in "August" not "September".

Mr R C Nickerson drew attention to paragraph 10.2 and said that this raised some concern with regard to the capacity issue on the Whalsay route. He asked if the reduction of passenger numbers on the m.v. Linga was being imposed or if this was something that the Council could resist.

The Marine Superintendent explained that the MCA (Maritime and Coastguard Agency) requires the Council to modify the Linga to suit the Stockholm requirements on stability. He said that outline approval was received from the MCA in the afternoon following the last meeting of the Board. Since then a Naval Architect had produced drawings that had been submitted to the MCA for approval. He advised that Lloyds had indicated that they could turn around the work within 8 weeks but the MCA approval was still awaited. Once the works are complete the service would return to a 95-passenger capacity. The Marine Superintendent stated that it was now getting close to the EU date for compliance.

The Marine Superintendent went on to explain that this matter had now been passed from the stability unit of the MCA, based in Glasgow, to the Glasgow Marine Office. The Stability Unit had advised that they would grant an extension to the EU compliance date and they had indicated the

restriction of passenger numbers. He advised that the Council was awaiting certification from the Marine Office to continue with the service. The Marine Superintendent said that he did not know the reason for the restriction on passenger numbers but advice received from Brussels indicated that the MCA were not authorised to endorse an EU Certificate and there may be a need to temporarily class the m.v. Linga as a UK ship, which has a number limitation.

In response to a further query from Mr R C Nickerson, the Marine Superintendent explained that once the matter was resolved the restriction would be lifted. He explained that he would report to a future meeting of the Board.

The Head of Transport advised the Forum that the cost of these works would be met from within the maintenance rolling programme, which was used for unexpected repairs identified when vessels go into drydock.

Mr Nickerson said that he was aware of the decision of the Council to look at fixed links and he understood the amount of work to be done but he did not want this to restrict the need of a replacement vessel for the m.v. Good Shepherd.

In response to queries from Mr Henry and Mrs Baisley relating to paragraph 6.1, 7.1 and 10.5 and the timetable for reporting on these matters, the Head of Transport explained that the volume of work had not allow a report to be presented to this meeting. He said some areas such as manning were being progressed to a reasonably developed stage, and this would be a fundamental element of the Ferries Review and although there was interest from Members on specific elements the Council needs to understand all the broader aspects. He said that reporting to Members needed to be carried out coherently and he needed to speak with the Executive Director – Infrastructure to discuss how this should be done. The Head of Transport said therefore, that there was no timeframe available at the moment but it was important to report matters in the correct order so that Members can make informed decisions.

Mr Nickerson referred to paragraph 10.4 and sought an update on the costs for the filling piece for Holmsgarth terminal. The Marine Superintendent explained that prices had been received but in order for the filling piece to clip onto the forward flap of the vessels, some upgrade to the vessels would be required. He advised that the cost for the filling piece had been received in the order of £25,000 with an additional £10,000 estimated for the modifications on each vessels. He said the overall cost was likely to be in excess of £50,000 and it was unclear whether there would be sufficient benefit achieved against the potential risk. Mr Nickerson requested that a report be presented so that it could be discussed further. The Chairperson agreed that this report be presented to the next meeting of the Board.

12/10 **Ferry Services Revenue Monitoring 2010/11**  
**Period 5 – 1 April to 31 August 2010-09-23**

The Board noted a report by the Head of Finance, attached as Appendix 3.

The Management Accountant introduced the report and provided an explanation for the main variances presented in the report.

The Head of Transport provided an explanation for the variance in fuel costs. He advised that the cost of fuel had increased during the year and it was hoped that this overspend would be mitigated through other opportunities and budgets as well as trying to source fuel more cheaply. He explained that the Council were locked into a contract with OGC but fuel could be sourced cheaper if the contractual and procurement issues could be overcome. In the meantime the costs would be offset to some degree through measures such as the reprioritising of maintenance budgets but the Head of Transport commented on the impact that would have on the maintenance priorities and that there would be a need to address this sooner or later.

Mrs Baisley referred to the Norwegian gas fuelled ferries and said that although that was not possible for Shetland immediately it is something that should be investigated for the future. She asked if it was possible to consider this when replacement ferries are required. The Head of Transport said that the current policy was to provide Fixed Links but the life extension of vessels would consider LNG engines stating that there would be a choice of option.

Mr Henry expressed caution when sourcing cheaper fuels stating that it may affect the vessels engines if it is not of good quality. The Head of Transport reassured Mr Henry stating that he would be sourcing the same fuel at a cheaper rate and not buying cheaper fuel at a lower quality. He also said that there was a need to transport the fuel to Shetland cheaper.

Mr A T J Cooper asked that the Head of Transport speak to Mr C L Smith who is a Member on ExcelScotland. He said that it was important to raise this issue at an ExcelScotland meeting to see if they can source fuel on better terms. Mr Cooper asked if £500,000 would be added to the Council's £9.3m deficit. The Management Accountant advised that a number of estimated outturn variances were being presented to the corporate management team to make a decision on how we should proceed with regard to the corporate savings requirement.

Mr R C Nickerson felt that the budget set had been conservative and suggested that it should be more realistically set this year. The Head of Transport advised that during the budget setting exercise last October, the fuel prices were down following quite a violent period of fluctuations. He said that a decision had to be made on whether the budget should be set at an inflated rate to accommodate a risk of fuel prices rising once more or whether to set the budget based at the current level fuel prices in the knowledge that if prices increased then the budget would need to be managed as best as it could. He advised that that choice was made to set

the budget based on the fuel price at the time recognising that if it had been increased an explanation would have been required as this would have been a growth on the budget with no evidence that fuel prices would rise or by how much. Therefore the budget was set on the information available at that time and any increases being addressed if necessary.

Mr R S Henderson noted that there had been an increase in fare income on the Yell Sound route and commented that it would go some way to off setting some of the fuel costs.

Mr J G Simpson commented that there was an increase in fare income because the capacity was available on that route to allow that to happen. Mrs Baisley added that it was also possible as passengers had learned that to travel at different times. This was an option not available to Whalsay.

During further discussion on the issue of capacity on the Whalsay route, the Head of Transport said that the constraints were on deck capacity and not on passenger numbers. He said that providing suitable public transport to meet the needs of foot passengers could alleviate this.

The Board discussed the increase in commuter travel as a result of the loss of employment from the fish factory and the need to provide transport on more than one route to maximise employment opportunities available in the North and West of Shetland as well as Lerwick.

The Head of Transport said that officers recognised that transport would need to be provided for multi destinations as employment was geographically dispersed. He added that as well as knowing where people need to be it was important to know the costs involved and acknowledged that circumstances had changed since the last STAG process had been carried out. Members agreed that people want to stay in Whalsay and travel where the opportunities are.

The meeting concluded at 10.40am

.....  
R Henderson  
CHAIRPERSON