



REPORT

To: Harbour Board 10 November 2005

From: Deputy Port Operations Manager

Report No: P&H-19-05-F

**Subject: Harbour Charges
HM Coastguard Emergency Towing Vessel**

1 Introduction

- 1.1 The “Anglian Monarch”, HM Coastguard Emergency Towing Vessel, first arrived in Scalloway on 21 October 1999.
- 1.2 Under section 62(1)(a)(i) of the “Zetland County Council Act 1974” a vessel belonging to or in the service of Her Majesty is exempt from harbour charges.
- 1.3 At this time, the view was taken that the vessel was in the service of Crown in a similar way to naval vessels.
- 1.4 At the Performance Reviews of Ports & Harbours Operations held on 20 October, it was decided to revisit this decision and advise the Harbour Board and the Council on the legal position.
- 1.5 This report advises the Harbour Board that the status quo should continue as the Zetland County Council Act is specific on the matter on ships in the service of the Crown.

2 Background

- 2.1 The Council, in the light of the “Braer” incident and the resulting enquiry by Lord Donaldson, fought hard for an emergency towing vessel (ETV) to be positioned in northern waters, close by Orkney and Shetland. Originally the government decided only to position such vessels in areas of high traffic density e.g. Channel and the western approaches.

- 2.2 It took some time and much political effort by the Council to persuade the Government of the need for such a vessel in the north using the island's dependence on fishing and aquaculture as the main industries out with oil.
- 2.3 The argument used was the International Maritime Organisation had approved an Area to be avoided around Shetland using these same arguments and this was supported in turn by Government.
- 2.4 Eventually it was agreed to hire another ETV and place it in the waters around Orkney and Shetland.
- 2.5 Other than the provisions in the Zetland County Council Act 1974 the arguments for not applying port charges are as follows
 - 2.5.1 After much political lobbying for such an ETV for Shetland it would be perverse to charge when standing-by in an SIC port.
 - 2.5.2 It encourages the ETV to stay in Shetland and hence close-by in the event of an emergency. This did occur in February 2005 when the tanker "Gerrita" broke down off Eshaness. The "Anglian Sovereign" was immediately mobilised from Scalloway and towed the vessel to Sullom Voe.
- 2.6 The ETV remains an important asset to the safety of navigation in northern waters and there is a close and professional relationship between the ETV, HM Coastguard Lerwick and Ports & Harbours Operations.
- 2.7 It is understood that Lerwick and Orkney harbours department do charge for the vessel possibly because there is not a similar exemption clause in their legal constitution.

3 Financial Implications

- 3.1 If charges were levied on the ETV 'Anglian Sovereign' there would be an income of £1018.35 per visit.
- 3.2 It is difficult to estimate how many times she would enter an SIC port as past records would not be an indication of future use due to the nil charging policy.

4 Policy and Delegated Authority

- 4.1 The Harbour Board has full delegated authority for oversight and decision making in respect of the management and operation of the Council's harbour undertaking in accordance with overall Council policy and the requirements of the Port Marine Safety Code (Minute Reference 19/03, 70/03 and 86/03).

- 4.2 There are no policy matters in this report and hence this report is for noting.

5 Recommendation

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



REPORT

To: Harbour Board 10 November 2005

From: Deputy Port Operations Manager
Ports and Harbours Operations

Report No: P&H-18-05-FD |

Subject: Ports Project Monitoring Report

2 Introduction

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

2 Reserve Fund Programme Areas

- 2.1 Dock Symbister – RCM 2309
The project was delayed to financial year 2005/6. Currently awaiting final approval from Historic Scotland.

3 Harbour Account

- 3.1 Plant, Vehicles and Equipment – PCM 2101
New vehicles purchased. 2 further vehicles to be replaced before the end of the financial year. Budget will be fully utilised this year.
- 3.2 Navigational Aids, Sullom Voe – PCM 2104
A contract with Schlumberger's communications division was placed on 14 October. Work will begin in mid January and should be completed by the end of the financial year. BT have commenced laying a fibre optic cable to Vats Houlland which will carry the VHF communication data and control to / from the VTS room at Sella Ness.
- 3.3 Dolphin at Symbister – PCM 2127
Delays have occurred with the contractors however it is hoped all work will be complete by the time of the meeting. A verbal update will be available from the Port Engineer.

4 Revenue Projects

4.1 Sullom Voe Terminal Maintenance Contract

Contract awarded to Malakoff Ltd. This is year 1 of a 3 year contract. Work has now commenced on site and due for completion October 2005. This 4 week delay has been due to weather and shipping movements.

5 Other Business

5.1 Walls Pier

New fendering fitted to pier. At time of writing the report, the meeting with the Member for the Area is still outstanding.

Awaiting decision from Infrastructure services regarding Foula ferry service.

5.2 Extension to Sella Ness pier, Sullom Voe

5.2.1 Seabed Survey – Now completed and awaiting report.

5.2.2 Environmental Impact Study. Buoy was re-deployed due to faulty readings from last survey and recovered on 20 October.

5.2.3 Work continues on the design of the pier.

5.2.4 The Environmental Impact Assessment will be published by 31 December 2005.

5.3 West Burrafirth

Work commenced on fitting of new bunded fuel system.

Papa Stour Ferry now operating from new ferry pier and link span.

5.4 Mid Yell

Interest has been received from 2 different companies regarding the sitting of a bunded fuel supply on the pier. The Council's Asset and Property Unit is managing and processing the applications following which recommendations will be presented to the Harbour Board.

5.5 Small Ports Marketing Group

Verbal update report will be given at the Board meeting.

6 Financial Implications

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

7 Policy and Delegated Authority

- 7.1 Harbour Board has full delegated authority for the oversight and decision making in respect of the management and operation of the Council's harbour undertakings in accordance with the overall Council policy, revenue budgets and the requirements of the Port Marine Safety Code, (min refs. 19/03, 70/03, 86/03). However, this report is for information only and there are no Policy and Delegated Authority issues to be addressed.

8 Recommendations

- 8.1 I recommend that the Harbour Board note areas of progress and requirements for future projects.

Our Ref: OR-PP JTD/SM
2005

4 November



REPORT

To: Harbour Board

10 November 2005

From: General Manager

Report No: P&H-17-05-F

Subject: Port Operations Report

1 Introduction

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

2 Pilotage

2.1 Sullom Voe

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

- 2.1.2 There are, at present, fifteen first class pilots.

2.2 Scalloway

- 2.2.1 During September / October there were 20 acts of Pilotage.

- 2.2.2 There are three authorised pilots for Scalloway.

- 2.2.3 Since the last report, there have been no incidents, no reports of pilot gear failures and no problems with boarding and landing.

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

2.3 Small Piers and Harbours

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

3 Staffing – Port Operations

3.1 Appendix C gives the staffing position as at 30 September 2005 showing a total of 90 staff.

4 Port Operations

4.1 Sullom Voe

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

4.1.2 Appendix E is an abstract of weather delays for September and the cumulative totals for 2005.

4.2 Scalloway

4.2.1 Appendix F shows the fish landing statistics for Scalloway.

4.2.2 Appendix G shows the cargo statistics for Scalloway.

4.2.3 Appendix H shows the summary management accounts for Scalloway.

4.3 Small Piers and Harbours

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

5 Shipping Standards

The following incidents have occurred since the last report.

5.1 Ship Incidents

5.1.1 There were no incidents during this period..

5.2 Pollution Incidents

5.2.1 On 27 September 2005 the MFV Caledonia had a spill of approx 6 litres of diesel during bunkering as a result of operator error. Sheens were dispersed by propeller action.

5.2.2 On 21 October 2005 the Shetland Towage Ltd tug Shalder had a diesel spill of approx 25 litres due to a faulty valve which was

subsequently repaired. Sheens were dispersed by propeller action.

6 Financial Implications

6.1 There are no financial implications arising from this report.

7 Policy and Delegated Authority

7.1 The Harbour Board has full delegated authority for oversight and decision making in respect of the management and operation of the Council's harbour undertaking in accordance with overall Council policy and the requirements of the Port Marine Safety Code (Minute References 19/03, 70/03 and 86/03). The purpose of this report is to inform members on port operations which fall within the responsibility of the General Manager of Ports & Harbours Operations and does not seek any decision. However, this report is for information only and there are no Policy and Delegated Authority issues to address.

8 Recommendation

8.1 This report is for noting.

Our Reference: PO-OR JBE/SM
2005

Date: 27 October

Harbour Board - Thursday 10 November 2005
 Agenda Item No. 03 - Public Appendix

Harbour Board

Staffing Position – 31 October 2005

Post	Established Posts	Actual	Comments
General Manager		1	1
Marine Officer/Pilots		15	15
Deputy Port Operations Manager		2	2
Port Safety Officers		2	2
Launch Crew Skippers		6	6
Launch Crew Skipper/Deckhands		3	3
Launch Crew Deckhands	13		13
Pier Master (Scalloway)		1	1
Assistant Pier Masters (Scalloway)		2	2
Engineering Assistant (Scalloway)		1	1
Full Time Harbour Assistant		1	1
Part Time Harbour Assistants		9	8
Administration Manager		1	1
Finance Assistants		4	4
Clerical Assistant		3	4
Clerical Assistant/Receptionist		1	1
Cook		1	1
Port Engineer		1	1
Maintenance Planning Engineer		1	1
Engineering Supervisor		1	1
Electrical Engineer		3	3
Marine Engineer		3	3
Welder/Fabricator		2	2
Maintenance Engineer		1	1
Engineering Assistant		4	4
Apprentice – Electrical		1	1
Apprentice – Mechanical		1	1
General Assistant		2	2
Store Keeper		1	1
Senior Stores Assistant		1	1
Stores Assistant		1	1
Driver		1	1
Total		90	90

Appendix E

Ports & Harbours Operations

Abstract of Weather Caused Delays at 31 October 2005

	Monthly Totals		
	Days	Hours	Mins
Berthing Suspension	03	08	
Unberthing Suspension	00	00	
Loading Suspension	00	00	
Boatwork Suspension	00	13	
Pilotage Suspension	00	00	
Helicopter Usage	00	00	
Tug/Pilot Standby	00	00	
Total Disruption - all Causes	03	21	
Actual Delays Due to Weather	01	01	