

# MINUTE

# A&B

**Harbour Board**  
**Council Chamber, Town Hall, Lerwick**  
**Wednesday 27 April 2011 at 3pm**

**Present:**

A T J Cooper	A T Doull
E L Fullerton	I J Hawkins
R S Henderson	J H Henry
R C Nickerson	F A Robertson
J Tait	

**Apologies:**

L Boswell	A Polson
C Smith	

**In Attendance:**

R Moore, Head of Ports & Harbours Operations/Harbour Master  
B Hockham, Operations Manager - Ports  
A Inkster, Engineering Manager – Ports  
J Mouat, Environmental Liaison Officer  
B Robb, Management Accountant  
L Gair, Committee Officer

**Chairperson**

Mr A T J Cooper, Chairperson presided.

**Circular**

The circular calling the meeting was held as read.

**Declarations of Interest**

Mr R C Nickerson declared a pecuniary interest in item 1 “Presentation on KIMO International and Maritime Safety”, as he works as a consultant for KIMO. Mr Nickerson said however that he would remain for the presentation but not take part in discussions.

**Minutes:**

The minutes of the Harbour Board meeting held on 8 March 2011 were confirmed.

Min. Ref. 11/11 – Status Update - Ship to Ship – In response to a query from Mr R C Nickerson, the Head of Ports and Harbours Operations advised that he did not know the precise reason for the implementation of the statutory instruments being deferred until October, but other representations from other ports had been submitted. He advised that he had been in touch with Officers handling this matter and was advised that this was a last minute decision by the Scottish Government and the Governing bodies. Mr Nickerson asked for more information and whether there would be a detrimental impact and the reason for this delay. The Chairperson agreed.

The Chairperson also referred to the emergency towing vessel and said that he was not aware of work being done at the moment and said that it was important to alert the Chief Executive that this would be brought up at the Council meeting.

Min. Ref. 13/11 – Tug Replacement Programme – Mr Nickerson questioned whether he should raise this matter in private? The Chairperson said that this item would be updated under the public part of the Ports Project Monitoring Report, where it would be determined if it was necessary to go into private session.

Min. Ref. 11/11 – Status Update – Burravoe Pier – In response to a request for an update from Mr J H Henry, the Head of Ports and Harbours Operations advised that he had received a letter from Legal Services this morning which indicated that there are feudal law issues to be clarified on the land ownership. He confirmed that both Legal Services and Asset and Properties were working on this and he would ask them for a conclusion with some urgency.

The Chairperson asked for a report on the timescales and resolution of this matter.

### **Member's Attendance at External Meetings**

Mrs I J Hawkins CPMR Meeting, Gijon, Spain, 13-17 April 2011.

Mrs Hawkins provided an update to Members on the Transport White Paper. Members agreed that liaison should take place with other departments and the Lerwick Port Authority, in order that a joint response can be issued.

### **14/11 Presentation on KIMO International and Maritime Safety**

The Board noted a report by the Environmental Liaison Officer, attached as Appendix 1.

The Environmental Liaison Officer provided a slide presentation on an update on KIMO and actions taken on Maritime Safety. (Slides attached as Appendix 1A)

In response to questions from Members the Environmental Officer acknowledged that pollution from land to sea is also a serious matter but KIMO deals more with litter in the sea but it also give consideration to pollution from the land.

The Environmental Liaison Officer advised Mr J Tait that not enough monitoring was done to be able to tell whether the amount of litter coming ashore is reducing, however he advised that fishermen were saying that they were picking up less litter in their nets, however this was only anecdotal evidence. He added that one of the difficulties was the variability of litter arriving at the coastline, which could be influenced by a range of factors ocean currents and storm intensity.

Mr Tait commented on the global circulation of litter stating that litter from Mexico and America was being washed up on the West side of Shetland. He asked if there was a need to extend KIMO's work to the other side of the Atlantic. The Environmental Liaison Officer explained that there was enough work to be done in Europe and said that from studies in the North Sea the majority of litter was identified as being local. He said that the proportion of waste coming from outside Europe proved not to be the main source.

The Chairperson commented that the last board meeting considered invasive species from ballast water and asked to what extent was the rest of Europe concerned about invasive species.

The Environmental Liaison Officer advised that the real focus was on marine pollution. He said that some work had been done on the voluntary Ballast Water

Exchange advice for the North East Atlantic. This was being reviewed but was not a priority at this time.

The Chairperson said that if invasive species come and attached to mussel lines it could destroy the crop. He said that there was no use in discussing this after the event and said that this had been raised at the last SOTEAG meeting. He explained that SOTEAG would no doubt pick up on invasive species early, in the Sullom Voe area. The Chairperson said that there were a lot of other ways in which it could be brought in and the aquaculture industry was concerned about this and the Board has to reassure the industry and community that the Harbour Board were looking into this.

Members thanked the Environmental Liaison Officer for providing a presentation to the Board.

#### 15/11 **Ports Project Monitoring Report**

The Board noted a report by the Head of Ports and Harbours Operations/Harbour Master, attached as Appendix 2.

The following updates were provided:

##### Tug Replacement Programme – RCM 2313

The Head of Ports and Harbours Operations advised that training was going well and the tugs were being used in the operation of vessels arriving and departing from Sullom Voe. He explained that there were still some further procedures and fine-tuning to be completed, however feedback from pilots and tug crews was a lot more enthusiastic. He said that in terms of the power of the tug this was an ongoing learning process.

The Head of Ports and Harbours Operations confirmed that 6 months training had been estimated for someone who had never driven a Voith vessel before, however all tugs with the exception of the Stanechakker had been Voith vessels so it was likely that there would be 2-3 months of training required for staff at Sellaness.

The Head of Ports and Harbours Operations advised that there were 2 containers full of spares, currently located in Scalloway for logistical reasons. He said that he had met with the engine manufacturers and UK representatives to ensure that any problems encountered would have full back up support in addition to the guarantee period. The Head of Ports and Harbours Operations said that he had also met with Voith in regard to the Voith units to ensure that all problems are fixable in a short period of time. The only concern is that if specialist skills are needed there might not be a skills base locally.

With regard to the directional stability of the vessels, the Head of Ports and Harbours Operations confirmed that these problems had been overcome and they were now directionally stable. Feedback from Masters indicates that they are happy with the performance of the vessels since the technicians were last here.

The Chairperson added that the staff who expressed concern are proud of the tugs and the problems have now been “bottomed out”. The Chairperson expressed his confidence in the staff and the tugs.

#### Walls Pier – RCM 2316

Members were advised that the contractors were now on site with site accommodation being set up. Members expressed concern that this project has started a month late. The Chairperson said that the company has to deliver on time and on budget.

#### Water Main, Scalloway – RCM 2315

Completed.

#### Scalloway Dredging – RCM 2208

Dredging is anticipated to start on 1 May. The College are to confirm that filters are in place before operations start.

#### Fetlar Breakwater – GCY7214

Members were advised that the pier structure would start in early May, the piles are here. Malakoff have indicated that the breakwater will be finished in May with rock armour planned for mid May.

#### Navigational Aids

With regard to Gluss, the manufacturers will be in Shetland on 15 and 16 May to assess whether it will be successful. Members were advised that the project will cost between £40,000 and £50,000 so there was a need to be sure it will perform as required before investing in the equipment.

### 16/11 **Ports Operations Report**

The Board noted a report by the Head of Ports and Harbours Operations, attached as Appendix 3.

Mr J Tait referred to the Walls Pier and the Salmon Landings for the last year, and said that the figures do not appear within the report or appendices. He said that if payment is not being received, that should be addressed. The Head of Ports and Harbours Operations agreed to look into this matter and report to the next meeting of the Board.

Members commented on activities in Scalloway and Cullivoe and felt it important to recognise that cargo could be landed in ports around Shetland other than Lerwick and Sullom Voe.

Members commented on the importance of communicating with the Industry to get a clearer indication of ship-to-ship activities and throughput in order that the Port can anticipate its income. The Head of Ports and Harbours Operations advised that he had asked for an indication of planned shut down periods but as yet had not received this. He also advised that he had been in contact with BP Schellion who have agreed to meet with the Board. It is hoped that this meeting will take place in June but the date was yet to be confirmed.

Members discussed the need for improved communication with the Industry and it was agreed that, in order to secure the industry's presence, a special meeting would be called if required.

### 17/11 **Status Update Report**

The Board noted a report by the Head of Ports and Harbours Operations/Harbour Master, attached as Appendix 4.

The Head of Ports and Harbours Operations introduced the report and referred to paragraph 8.1.3 and highlighted an issue relating to the change in the requirement to provide notifications that follow a sequence of voyage events, under the Consolidated European Reporting system (CERS) mark 2. He advised that this would mean that cruise ships will have to notify the port 3 days in advance of arrival and again provide 1 days notice prior to arrival and departure. The Head of Ports and Harbours Operations advised that there were cost implications to put in equipment or to employ staff in areas such as Fair Isle. He confirmed that this change would include vessels using tenders. The Head of Ports and Harbours Operations advised that discussions were ongoing with regard to this issue as it affected other areas with a lot of small ports, such as the Western Isles and Orkney.

Mr R C Nickerson referred to Fair Isle and said that this was a “one size fits all” legislation that would impact on small ports. He said that a robust argument should be put forward to allow the MCA to have discretion on how they apply the legislation. He said that discussion should include the Small Ports Association.

The Head of Ports and Harbours Operations advised that the UK Harbour Master’s Association was the main body involved in this issue. He advised that this was the second meeting of the Scottish Members who are most affected by this change.

Members agreed that this change should not be accepted and moves should be made against the changes with contact being made with MPs. Mr Nickerson asked that contact be made with Cruise Scotland to ascertain what impact this will have on visiting cruise liners.

18/11 **Examination Panel and Technical Working Group**

The Board considered a report by the Head of Ports and Harbours Operations/Harbour Master, attached as Appendix 5.

The Head of Ports and Harbours Operations briefly introduced the report.

Mr J H Henry moved that the Board approve the recommendations contained in the report, seconded by Mrs I J Hawkins.

The Chairperson thanked Members for their support since May 2007. He said that he had not achieved all that he had intended but was heartened by the support and professional manner of Members and hoped that the same support would be offered to Mr Henderson who was recently appointed Chairperson for the Harbour Board.

Mr R C Nickerson, on behalf of Board Members, thanked the Chairperson and Vice-Chairperson for their contributions over the years.

The meeting concluded at 4.15pm.

A T J Cooper  
Chairperson

