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## **REPORT**

**To:** Harbour Board 27 April 2006

**From:** General Manager

**Report No:** P&H-11-06-D1

**Subject:** Visit to Iceland, Fish Meal & Oil Factories

### **1 Introduction**

- 1.1 At this meeting of the Harbour Board, the General Manager will give a photographic presentation of his fact finding visit to an operational fish meal and oil plant similar to that proposed at Sella Ness.
- 1.2 At the public meeting held on 23<sup>rd</sup> October 2005 at the Mossbank Hall, members of the Public expressed concern that Council officials had not visited such a factory whilst processing fish to gain experience of the complete processes involved, any emissions to the environment and whether there was evidence that an operational plant attracted birds.
- 1.3 The General Manager together with representatives from Planning, Capital Projects and Development Trust visited Iceland from 2<sup>nd</sup> to 4<sup>th</sup> March 2006.

### **2 Helguvik Factory**

- 2.1 The first plant visited is situated at Helguvik, 50 kilometres southwest of Reykjavik is operated by Sildarvisnnslan (SVN), the applicant to build a similar plant at Sella Ness.
- 2.2 The factory was producing fishmeal and oil from capelin and also extracting capelin roe in an adjacent facility to the fishmeal and oil plant.
- 2.3 The pier facility accepted vessels up to 10m draft and fish were pumped ashore via a hydraulic pump on the end of a rubber hose and then into an underground pipeline connected to raw product tanks.
- 2.4 The production of meal and oil is completely automated and controlled by three persons in a control room. You cannot see any fish being converted into products as it is completely enclosed and moved around the factory by pipeline or enclosed conveyor.

- 2.5 The first sight of any product was fish feed being put into 1.5 tonne bags.
- 2.6 The weather that day was light winds, calm at times with unlimited visibility.
- 2.7 On walking around the perimeter of the plant I was unable to detect any odour from the process. On entering the building there was a smell of fish and fish products but by no means was it overly offensive.
- 2.8 There were no emissions to the atmosphere other than a small amount of steam from time to time and a haze of hot air emanating from an exhaust.
- 2.9 During the period of the visit no airborne birds, in fact no birds at all, were seen in the vicinity of the factory.
- 2.10 The only birds observed were Eider ducks on the water attracted by capelin roe which is permitted to be discharged into harbour waters.

### **3 Neskaupstadur Factory**

- 3.1 The second plant visited is situated on the east side of Iceland some 30 kilometres from the town of Reydarfjordur. It is a modern factory in close proximity to a pelagic/ white fish processing plant also owned and operated by SVN.
- 3.2 The factory had been processing capelin up to 12 hours before our visit but had shut down and was preparing to process blue whiting the next day. The capelin season was at an end on the east coast.
- 3.3 This was a modern plant in that it had a silo system as proposed for Sella Ness and a fixed crane and gantry system for discharge of the fish. The meal was also exported in bulk where it is loaded through a pump and pipeline system rather than emptying sacks within the slip's hold.
- 3.4 Other than that the process was very similar to the Helguvik factory.
- 3.5 Once again, no odour could be detected out with the plant and the only birds observed were Eider ducks feeding on the surface of the water attracted by capelin roe which was being processed and frozen at the adjacent factory.

### **4 Financial Implications**

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

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

As per normal

**6 Recommendations**

6.1 This report is for noting.

Our Reference: PO-OR JTD/ES

Date: 13 March 2006





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## REPORT

To: **Harbour Board** **27 April 2006**

From: **General Manager**  
**Ports and Harbours Operations**

Report No: **P&H-14-06-F**

Subject: **Ports Project Monitoring Report**

### **1 Introduction**

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

### **2 Reserve Fund Programme Areas**

#### **2.1 Dock Symbister – RCM 2309**

The project has been delayed to financial year 2006/07. As a result of the meeting with Historic Scotland, a diving survey and inspection of the Peerie Dock has been carried out for final decision of the consulting engineer as to the repair method to be used. His visit is expected before the end of April.

### **3 Harbour Account**

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

The budget for 2005/06 has been fully utilised. In this financial year the budget will be used to replace workshop equipment and –of Argocat rough terrain vehicles.

#### **3.2 Navigational Aids, Sullom Voe – PCM 2104**

A contract with Schlumberger's communications division was placed on 14 October 2005. Equipment will be delivered by the end of April with work scheduled to be complete by end of May. BT have completed 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.

### **4 Revenue Projects**

#### **4.1 Sullom Voe Terminal Maintenance Contract**

Contract re-commenced 17 April and includes work on all jetties.

## **5 Other Business**

### **5.1 Walls Pier**

Economic Development and Capital Projects are presently drawing up a project statement which will be used together with a socio-economic report in order that a submission can be made to Capital Projects Management Team seeking approval for inclusion into the Capital Program.

### **5.2 Extension to Sella Ness pier, Sullom Voe**

Application to the Council for planning consent will be made on 31 May 2006. No further work can be undertaken until the outcome of the application is known and the developer of the fishmeal/oil plant has committed to building the factory at Sella Ness.

### **5.3 Tug Replacement Program**

The General Manager has prepared a report for submission to the Capital Project Management Team, 24 April, requesting initial funding to commence work with a view to building two new Voith tugs of 70 tonnes bollard pull. These will replace two 45 tonne units which will be 26 years old in 2009, the earliest date delivery can be expected.

## **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/MGH

19 April 2006







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## REPORT

**To:** Harbour Board 27 April 2006

**From:** General Manager

**Report No:** P&H-12-06-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, fourteen first class pilots.

#### 2.2 Scalloway

- 2.2.1 During February/March there were 11 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

3.6 Appendix C gives the staffing position as at 31 March 2006 showing a total of 143 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 March and the cumulative totals for 2006.

### **4.2 Scalloway**

4.2.1 Appendix F shows the fish landing statistics for Scalloway.

4.2.2 Appendix G shows the cargo statistics for Scalloway.

4.2.3 Appendix H shows the summary management accounts for Scalloway.

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

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

## **5 Shipping Standards**

The following incidents have occurred since the last report.

### **5.1 Ship Incidents**

5.1.1 On 11 February 2006, during the sailing of the Italian tanker Mare Adriacum, the towing gear of the tug "Tirrick" was released by the ship's crew without authorisation from the pilot. The gear was released in an uncontrolled manner jeopardising the safety of tug crew. As this was not the first such incident involving the Mare Adriacum, the ship's owners were informed that any further incidents could result in the vessel not being accepted by the Harbour Authority for future berthings.

5.1.2 On 14 March 2006 the fishing vessel, Ocean Sovereign, was damaged by a fire in the engine room while at Scalloway Harbour. The fire is believed to have been started by an overheating generator clutch. The vessel was unmanned at the time, the crew having returned home to the mainland for the week-end after discharging their catch. Arrangements had been made for a watchman.

The fire was extinguished by the Fire Authority and the vessel sailed south for repairs, escorted by its sister vessel.

- 5.1.3 On 7 April 2006 the Italian tanker Mare Adriacum was observed, by the VTS Operator, within the Area to be Avoided. The MCA and owners were informed of this incident. The vessel is currently not acceptable to the Terminal Operator for unrelated reasons.

## 5.2 Pollution Incidents

- 5.2.1 There were no incidents during this period.

## 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/MGH

Date: 20 April 2006