

**Harbour Board**  
**Meeting Room, Port Administration Building, Sella Ness**  
**Thursday 13 January 2005 at 10.30 a.m.**

**Present:**

J G Simpson    Captain D C Gray  
I J Hawkins    G Johnston  
J C Irvine    E J Knight  
W A Ratter    C Smith  
W Tait

**Apologies:**

J Smith

**In Attendance (Officers):**

J T Dickson, General Manager, Ports & Harbours Operations  
A Cooper, Head of Development Resources  
R Nickerson, Environmental Liaison Officer  
S Summers, Administration Manager  
D Haswell, Committee Officer

**Also:**

J H Henry (Observer)

**Chairperson:**

Mr J G Simpson, Chairperson of the Board, presided.

**Circular:**

The circular calling the meeting was held as read.

**Minutes:**

The minute of meeting held on 11 November 2004, having been circulated, was confirmed.

**Members' Attendance at External Meetings**

The General Manager advised that he would be attending a Special Meeting of the British Ports Association on 26 January 2005. The agenda for the meeting included the proposed EU Directive on Access to Port Services.

1/05      **Harbour Board Membership**

The Board considered a report by the Head of Legal and Administration (Appendix 1) and, on the motion of Mr W A Ratter, seconded by Mrs I J Hawkins, approved the recommendations contained therein.

2/05      **KIMO Resolution 1/04- EU Single Directive on Maritime Safety**

The Board considered a report by the Environmental Liaison Officer (Appendix 2).

The Environmental Liaison Officer briefly introduced the report. He drew Members' attention to the emboldened type in section 2.2 which provided information on the reduction of oil spilt in US waters since the introduction of the Oil Pollution Act of 1990 (OPA 90). He advised that the Oil Companies International Marine Forum had endorsed the OPA 90.

Members were in unanimous agreement that everything had to be done in order to try and prevent oil pollution. It was recognised that acceptance of the KIMO Resolution may be a long process but it had to be supported. The Environmental Liaison Officer advised that initial indications was that Member States did not fully support the KIMO Resolution and KIMO had been asked to bring the proposals forward to a Shipping Ministers Conference in 2006. KIMO UK had also endorsed the proposals.

Referring to Appendix 2, Mrs I J Hawkins said that KIMO had accepted the proposals in 2003. She felt that it was important that the Council and KIMO went ahead with the proposal.

Accordingly, Mrs I J Hawkins moved that the Board approve the recommendation in the report. Mr W Tait seconded.

The General Manager said that the report intended to collect everything together in a single EU Directive. The pollution figures from Sullom Voe had been very good over the last 4/5 years, this being due to the quality of vessels and the requirement for vessels to be double-hulled.

The Chairperson said that Mr Andrew Blackadder was previously the Chairman the Marine Safety Intercomm Group of the CPMR and questioned if this was still the case. The Head of Development Resources explained that Mr Blackadder had latterly done some work for the CPMR on behalf of AB Associates. However, he undertook to establish the present situation and Mr Blackadder's current involvement with the CPMR. A Member said that it was important for the Council to have some direct involvement with this CPMR Group.

The Environmental Liaison Officer advised that the KIMO Resolution had initially been launched at a CPMR Conference on Maritime Safety. He said that either himself or John Mouat, the Save the North Sea Co-ordinator would be attending a meeting of the North Sea Commission in Denmark in March at which they had been invited to speak and that they would be promoting the Resolution.

3/05

**Ports Project Monitoring Report**

The Board noted a report by the Deputy Port Operations Manager (Appendix 3).

Referring to section 3.2.1 of the report, the General Manager advised that the harbour pilot unit was equipment taken on board by the pilot and was totally independent of the ships sensors. Pilots would be trained how to use the pilot unit following its commission. The reason for acquiring the pilot unit was to assist the Pilot handling an unusual vessel or operation, e.g. berthing vessels for ship-to-ship cargo transfer.

Members noted a typo in section 5.1, whereby the words "Papa Stour" should read "Foula."

Members otherwise noted the report.

4/05 **Port Operations Report**

The Board noted a report by the General Manager (Appendix 4).

The General Manager provided Members with an update on section 5 of the report and Members noted the information provided.

**On the motion of Mr J G Simpson, seconded by Mr W A Ratter, the Committee resolved, in terms of the relevant legislation, to exclude the public during consideration of the following item of business.**

5/05 **Project Feasibility – Scatsta Ness Pier**

The Board considered a report by the Head of Development Resources.

The Head of Development Resources introduced the report and said it provided details of the feasibility of the project, should Members agreed that it should proceed. If the project went ahead, it would be the first major operation since Sullom Voe Harbour had been designated a Marine SAC.

Mr W A Ratter said that he had been very closely involved in this project. He complimented the Head of Development Resources for preparing such a good report which, he said, addressed all the key points.

Mr Ratter said that congratulations was due to Ms Sheila Keith, the Project Manager, for doing such an excellent job.

Mr Ratter moved the Board approve the recommendations in the report. Mr J C Irvine seconded.

CHAIRPERSON

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