

MINUTE

A & B - PUBLIC

Harbour Board
Council Chamber, Town Hall, Lerwick
Wednesday 28 August 2019 at 2.00 pm

Present:

M Burgess A Cooper
S Coutts A Duncan
A Hawick S Leask
A Manson

Apologies:

D Simpson

In Attendance:

J Smith, Director of Infrastructure Services
A Inkster, Executive Manager – Marine and Airport Infrastructure
R Gordon, Depute Harbour Master
B Robb, Management Accountant
P Wishart, Solicitor
L Malcolmson, Committee Officer

Chair

Ms A Manson, Chair of the Board, presided.

Circular

The circular calling the meeting was held as read.

Declarations of Interest

None

Minutes

The minutes of the meeting held on 1 May 2019 were approved on the motion of Ms Manson, seconded by Mr Cooper.

12/19 **Infrastructure Directorate Performance Reporting – Harbour Board Performance Report Quarter 4 to 31 March 2019 and Quarter 1 to 30 June 2019**

The Board considered a report by the Director of Infrastructure Services (PH-08-F) that summarised the activity and performance of the Infrastructure Directorate for Quarter 4 to 31 March 2019 and Quarter 1 to 30 June 2019.

The Director of Infrastructure Services introduced the report and was asked what the changes were in terms of risks referred to in paragraph 4.6, second bullet point. The Director of Infrastructure Services advised that the Council and Enquest place safety operation at the top of their priorities and the Sullom Voe Association receive reports from Total and Enquest including detailed safety performance reports. He said that there had been a challenge around Sullom Voe Terminal bringing the operation down to storage and export facility and this required a lot of work in terms of changing procedures, risk assessments and valuations for the loading of tankers.

The Director of Infrastructure Services went on to say that the emergency response was subject to ongoing work where safety is emphasised as a priority. He reassured Members that Officers would raise any concerns with Enquest or Total immediately as required.

Reference was made to Appendix 5, paragraph 5 bullet 4 and in responding to a question the Director of Infrastructure Services said that the matter of VTS Radar Replacement was ongoing and a full update would be provided in due course. In regard to the slippage on the wind turbine project it was noted that the slippage may be as a result of the specific model being out of commission but he would email Members to confirm.

During further discussion Members discussed the landing crane at Scalloway and the best position for it. It was suggested that as the new facility progresses it may be that the position is changed when the market opens. The Executive Manager – Marine and Airport Infrastructure said that not everyone has access to it and there is some training still to be done. It was further suggested that a landing crane was required at Symbister and Collafirth Piers. It was noted that there would also be a crane positioned at Toft Pier, but as there is no obligation on the Council to decide how individuals lift their boxes, it is a useful facility to provide and is part of a general need to keep upgrading the facilities. The height of the Collafirth Pier structure was acknowledged as having potential safety issues and although there were no accidents yet, the Council relies on the Shetland Fishermen's Association and the Shetland Shellfish Management Organisation to question what is needed.

Reference was made to Appendix 1 DP208, the business case for Scalloway West Pier, and clarity was sought on how the marketing plan would be fed into the Council's new website redevelopment. The Director of Infrastructure Services advised that Officers would continue to make linkages to ensure that information is accessible and up-to-date but importantly there were discussions with the Lerwick Port Authority and Shetland Seafood Auctions for the two new fish markets to come on stream at a similar time. He said that there was a new focus on white fish landings at Scalloway and Cullivoe so it would be important make promote that more. It was noted that the Executive Manager – Marine and Airport Infrastructure would provide more detail at a future meeting of the Board.

An error in the title of the Risk Register was highlighted and is to be updated for the next report.

Decision:

The Board NOTED the;

- achievements of the Directorate during 2018/19,
- plans and progress in 2019/20 and
- proposals for 20120/21

13/19

Capital Maintenance and Replacement Programme

The Board considered a report by the Executive Manager – Marine and Airport Infrastructure (PH-06-19-F) that provided an update on the significant engineering projects for Ports and Harbours Operations during the financial year 2019/20.

The Executive Manager – Marine and Airport Infrastructure introduced the report and advised that the Scalloway Fish Market is on budget and ahead of schedule. The Toft Pier is delayed but the marine licences process is out of Officer's control

and a delay that could not reasonably have been foreseen. He said that the contractors were on site and more serious work would start in the next couple of weeks. The Executive Manager – Marine and Airport Infrastructure explained that the temporary pontoon had been removed and the affected parties had been advised. The Board were informed that the dredging at the Foula harbour was complete and the original design depth had been achieved. He commented on the effort made to open old dumping grounds and to gain the environmental approvals required.

The Executive Manager – Marine and Airport Infrastructure responded to questions and confirmed that the delay to Toft Pier would not affect the grant funding as he had received confirmation today from the Scottish Government that this was not a problem.

In regard to the high standards achieved by other facilities such as Peterhead, in terms of food standards regulations, it was suggested that this was a route that the Scalloway facility needed to explore to achieve premium prices. The Executive Manager – Marine and Airport Infrastructure advised that contact had not yet been made with the British Retail Consortium or the Responsible Fishing Ports Scheme as the intention was to align management arrangements with the Shetland Seafood Auctions. This would be progressed in early September when the Harbour Master returned from leave.

During further discussion on the need to ensure high standards in producing good quality products and operating procedures, the Director of Infrastructure Services reassured the Board that this state of the art facility would be maximised to its full potential. He said that there was still a lot of work to be done together with other parties to ensure that is achieved, but he said that the Council brings the port marine safety code, risk assessments and good standards of audit for the facility to build on. In terms of food hygiene in the commercial market it was necessary to depend on others to guide in this area.

The Director of Infrastructure Services added that there was still significant value in the temporary market facility so it was important not to miss any opportunities before it is dismantled. It was also confirmed that Officers had done a lot of work to ensure that the grading machine would work as well as it could, in the new facility.

In terms of staffing, Officers were asked to be mindful that to provide a high standard facility that may require changes in staffing. The Director of Infrastructure Services that staff were involved from week to week and Officers had followed agreed consultation policies. He added that it was important to keep everyone involved.

In response to a query regarding the obsolete piers the Director of Infrastructure Services advised that an update would be provided in the next performance report.

Decision:

The Board NOTED the content of the report and areas of progress made.

Harbourmaster's Report

The Board considered a report by the Harbour Master – Ports & Harbours (PH-09-19-F), that informed the Port Marine Safety Code (PMSC) Duty Holder of the professional concerns and the current status as reported by the Harbourmaster.

The Depute Harbour Master – Ports & Harbours introduced the main terms of the report. In referring to the pilot ladder guidance the Depute Harbour Master – Ports & Harbours advised that there had been no issues since its publication. He advised that there had been seven thousand views of the guidance on LinkedIn and the Harbour Master would present the guidelines to the British Port Association in London next month. Depute Harbour Master – Ports & Harbours also commented on the Scalloway berthing issues; the Scalloway shift arrangements; and advised on the improvements to the Safety Management arrangements.

In responding to questions the Director of Infrastructure Services advised that the fire on the ferry MV Daggri was still under investigation by the MAIB and there was no indication of a timescale for this being made public.

Following further discussions, it was noted that the introduction of Pilot Boarding Guidance now had an increased profile in the UK and Sullom Voe was able to demonstrate the top quality service available in Sullom Voe. It was acknowledged that the issues highlighted in the guidance was a long standing matter from as early as the 1980s, but disappointment was expressed that although thirty years had passed same issues were again having to be addressed by Officers.

Decision:

The Board NOTED the content of the report.

11/19

Ports & Harbours Business Programme

The Board considered a report by the Executive Manager – Marine and Airport Infrastructure (PH-07-19-F) that provided an opportunity to consider the proposed Ports & Harbours business programme.

The Director of Infrastructure Services advised that the Scalloway Market matters would be added to the business programme in November or December.

Decision:

The Board NOTED the content of the report.

The meeting concluded at 3.05pm.

Chair