

ANGUS COUNCIL

ARBROATH HARBOUR JOINT CONSULTATIVE COMMITTEE – 21 SEPTEMBER 2018

ARBROATH HARBOUR – AUTUMN REPORT

REPORT BY THE HEAD OF INFRASTRUCTURE

**ABSTRACT**

This report provides details of operations at the Harbour since the previous meeting of the Arbroath Harbour Joint Consultative Committee (AHJCC), outlines plans for future programmes of works, and discusses contemporary matters of relevance to harbour activities.

**1 RECOMMENDATION**

It is recommended that the Committee agrees to note and approve the contents of this report.

**2 ADMINISTRATIVE MATTERS**

**2.1 Financial Update**

2.1.1 **Appendix 1** shows the estimated outturn position as at 31 March 2019 anticipated to be on budget, as at information available end of August 2018. As previously reported, a budget carry-over of £27,000 has been allowed for the forthcoming round of dredging – see paragraph 3.2. The outturn cost of these works may lead to a change in the estimated outturn position, which will be reported to the next Committee meeting.

**2.1.2 Harbour Reserve Fund**

£105,000 was approved as the maximum amount to be available for use in support of the NESFLAG funding application for the proposed pontoon in the Outer Harbour (see paragraphs 4.1 & 5.1) at Communities Committee on 16 January 2018 (reference Report No. 17/18). As a result of the urgent requirement to undertake the West Breakwater repairs (see paragraphs 3.3 & 4.1), a contribution of £24,000 was made from the Harbour Reserve Fund to the costs of the repair contract. The EMFF fund approved covered 40% of the total £135,000 cost of the Outer Harbour pontoons. This left £81,000 to be funded from the Harbour Reserve Fund to cover the remaining 60% cost.

The Arbroath Harbour Reserve Fund currently sits at £252,000, from which £105,000 will be drawn down to fund the works outlined above. This will leave the Reserve Fund at £147,000, which is above the minimum level of £100,000 set at the Communities Committee on 16 January 2018 (reference Report 17/18).

**2.2 Oil Spill Contingency Planning and Response**

2.2.1 With reference to item 4(a)(ii) of the minute of this Committee on 23 March 2018, there has been one significant diesel spillage in the Harbour in the intervening period.

2.2.2 On 12 June 2018 approximately 300 litres of diesel was discharged into the Harbour from the fishing vessel *Ubique*. Diesel had leaked into the bilges after the vessel had listed over following the loss of water in the Inner Harbour as a result of debris on the sill at the dock gates (see paragraph 3.1.2). Harbour staff deployed absorbent booms and pads in various locations around the Inner Harbour and over the course of two days were able to clear up the spill using the oil spill equipment at the Harbour. The vessel's owner was informed of the incident and Angus Council is in the process of recovering the costs associated with the clean-up operation from the vessel's owner. At the time of the spill all notification procedures were carried out in accordance with the Harbour's Oil Spill Contingency Plan. SEPA visited the harbour to observe the clean-up operation and the MCA visited the Harbour the following week to inspect the vessel and meet with the vessel's skipper.

2.2.2 All Harbour staff continue to have up-to-date MCA oil spill response certificates. The Harbour Master and Senior Harbour Assistant hold the MCA Level 4/5 Oil Spill Response Manager's Certificate. One Harbour Assistant attended a refresher course in August 2018 to maintain his MCA Level 2 – Sorbents & Equipment Certificate. The temporary Harbour Assistant continues to hold the MCA Level 1 First Response – Sorbents Certificate.

2.2.3 The Council continues to retain the services of Briggs Marine & Environmental Services to deal with the higher-level pollution incidents should they occur.

### **2.3 Scottish Ports Meeting**

2.3.1 With reference to item 4(a)(iii) of the minute of the meeting of this Committee on 23 March 2018, the last Scottish Ports Committee meeting was on 22 June 2018 in Invergordon which the Harbour Master attended. Subjects covered included Scottish Maritime Strategy, Ports & Transport Policy, Safety Issues and Sustainable Development. The minute of the meeting has not yet been published but when it is, it will be in the harbour office for inspection by the members of this Committee.

2.3.2 The date of the next Scottish Ports Committee meeting is 5 December 2018 in Edinburgh and the Harbour Master is planning to attend this meeting. The meeting in December is specific to ports and harbours that are operated by Local Authorities and any relevant issues from this meeting will be fed back to this Committee at future meetings.

### **2.4 Pontoon Berths**

2.4.1 With reference to item 4(a)(iv) of the minute of the meeting of this Committee on 23 March 2018, the pontoon berths continue to be well used and remain at maximum occupancy. There continue to be 53 annual berths allocated and 6 visitor berths available for use.

2.4.2 Several boat owners have recently given up their berths this year and these berths have been taken up from names on the waiting list. The waiting list currently consists of 31 names and continues to be kept on a database in the Harbour office. When a berth becomes available, names are taken from the top of the list and offered a berth.

2.4.4 Several boat owners who currently occupy an annual berth on the pontoons choose to have their boat lifted out and stored in the boatyard between the months of October and March. The Harbour Master is currently taking names of boats wishing to take up available winter berths on these vacant pontoon berths.

### **2.5 Compounded Berths**

2.5.1 With reference to item 4(a)(v) of the minute of this Committee on 23 March 2018, there have been no further compounded berths granted in the Harbour.

2.5.2 Twelve summer berths were offered in the Harbour for the period 1 April to 30 September 2018, however only five took up the offer this year. These berths are allocated in the "lazy hole" area of the Outer Harbour.

### **2.6 Visiting Boat Numbers**

2.6.1 The numbers of visiting boats to the Harbour in the period from 1 April 2018 up to 31 August 2018 was 194. This represents a 3% decrease from the previous year. As the table below highlights most boats visiting Arbroath are still visiting the Harbour for more than two nights with this year's average length of stay at 2.6 nights per visit.

Year	Numbers of Visiting Craft	Increase/Decrease (%)	Number of nights paid by visiting boats	Average length of stay (nights)
1 April 2014 – 31 August 2014	230	-	400	1.74
1 April 2015 – 31 August 2015	206	-10%	420	2.04
1 April 2016 – 31 August 2016	213	+3%	470	2.21
1 April 2017 – 31 August 2017	202	-5%	555	2.75
1 April 2018 – 31 August 2018	196	-3%	513	2.62

## 2.6 Staffing

- 2.6.1 With reference to item 4 (a)(vi) of the minute of this Committee on 23 March 2018, the continued long term sickness absence of a Harbour Assistant has meant operational cover by current Harbour staff has been stretched to the limit over the summer months. With Harbour staff still needing to take annual leave this year the staffing levels over the months ahead will now continue to be stretched even further. The temporary Harbour Assistant, taken on last summer before the other Harbour Assistant went off on sick leave, continues to be employed to appease the current situation.
- 2.6.2 As part of the council's management re-structure Walter Scott has now been appointed Service Leader – Roads & Transportation and Bruce Fleming has been appointed Team Leader – Arbroath Harbour Master.

## 3 ENGINEERING MATTERS

### 3.1 Inner Harbour Gates

- 3.1.1 With reference to item 4(b)(i) of the minute of the meeting of this Committee on 23 March 2018, there have been several operational problems with the Harbour gates during the intervening period.
- 3.1.2 On 12 June 2018 when the Harbour gates were being closed debris had unknowingly found its way on to the sill and thus prevented the gates from closing fully. As the locking pin was still able to be engaged at the top of the gate it was assumed that the rate of leakage present was not that critical, however this was proved to not be the case. A diver was called who was able to retrieve the debris. By this time most of the water in the Inner Harbour had escaped and some of the boats were listing over in their berths. Once the sill was clear of debris the gates then were able to function as normal.
- 3.1.3 On 30 July 2018 the gates failed to close and the reason for this was unclear. Electricians were called to assess the problem and during their investigation it was found that one of the sensors linked to the locking pin had become detached. This was not apparent at first and, as on 12 June 2018, most of the water had escaped from the Inner Harbour before the sensor was able to be re-positioned. The sensor has now been fixed back in its position allow the locking pin to function as normal.

- 3.1.4 On 3 August 2018 the “gate closing” sensor malfunctioned, which meant the locking pin would not engage when the gates closed. Electricians were again called to assess the problem and temporary by-pass switches were installed on the gate controls until another sensor could be sourced and installed. The gates are now functioning as normal.
- 3.1.5 The opening and closing times of the gates will move to the winter schedule on 1 October 2018. Opening and closing times will continue to be routinely posted outside the Harbour Office and on the security gate leading on to the pontoons, generally one month in advance. The opening times for the dock gates up to and including March 2019 are also posted on the Arbroath Harbour page of the Council’s website.

### 3.2 Maintenance Dredging Operations

- 3.2.1 With reference to item 4(b)(ii) of the minute of this Committee on 23 March 2018, the dredging contract for 2018 has been awarded to Peter Madsen Raderi. The dredger *Aase Madsen* is expected to arrive in Arbroath in October/November 2018 to dredge 9,000 m<sup>3</sup> of silt from the navigational channel and both the Outer and Inner Harbours.
- 3.2.2 It is expected dredging operations will take around 3 to 4 weeks to complete and there will be a considerable moving of boats required. As per last year the Harbour Master will require full co-operation from all boat owners currently berthed in the Harbour.

### 3.3 West Breakwater Repairs

- 3.3.1 In April 2018 it was identified that urgent repair work would be required to the West Breakwater. Sections of stone had been dislodged or were missing along its length and at the round head caused by a period of severe weather.
- 3.3.2 Tenders were issued and the work was awarded to John Langley Construction Limited, who carried out the repair work over the summer months. The works were completed in July 2018 at a cost of £63,000, which included minor repairs to the patent slipway.

## 4 PROGRAMME OF WORKS

- 4.1 With reference to item 4(b)(iii) of the minute of this Committee on 23 March 2018, the 2018/19 list of projects has been updated below. These proposals will be delivered in the current year if within available budget, including external funding sources.

Project/ Nature of Expenditure	Budget / (Cost) 2018/19 £000's	Comments
<b>Annual Dredging</b>		
Revenue budget	73	See paragraphs 2.1.1 (£27k carry over and £46k annual budget).
Dredging costs	(73)	See paragraph 3.2
<b>Harbour Reserve Fund</b>	24	See paragraph 2.1.2
<b>Coastal Capital Budget</b>	39	
West Breakwater Repairs	(63)	See paragraph 3.3
<b>Harbour Infrastructure Improvements</b>		
Ice making facility	(50)*	On-hold
Walk in refrigeration unit	(20)*	On-hold
WiFi & payment card reader	(5)*	Priority project
Harbour vehicle	(20)	To be sought via leasing and funded from revenue budget
<b>Total</b>	(95)*	
Pontoons in outer harbour	(135)	See paragraphs 4.1 & 5.1
<b>EMFF</b>	54	See paragraph 5.1.2
<b>Harbour Reserve Fund</b>	81	See paragraph 2.1.2

\*subject to identification of budget to fund

## **4.2 CCTV**

Ten CCTV cameras have now been installed in and around the fish market. It is hoped that these cameras will now act as a deterrent against any anti-social behaviour and vandalism around the fish market and surrounding area during out of hours.

## **5 OTHER ITEMS**

### **5.1 NESFLAG**

5.1.1 With reference to item 4(c)(i) of the minute of the meeting of this Committee on 23 March 2018 the Council's application for funding was approved at the last NESFLAG meeting on 4 July 2018.

5.1.2 A grant of £54,165.43 from the European and Maritime Fisheries Fund has now been awarded towards the installation of a 50m long pontoon in the Outer Harbour extending from the east quay and running alongside and parallel to the existing patent slipway. Formal communication and engagement with representatives of the Harbour users will take place as the detailed design of the pontoon is finalised. It is proposed to have the work carried out in early 2019.

5.1.3 The next NESFLAG meeting will be held on 7 November 2018 in Peterhead.

### **5.2 Public Ramp on to Beach**

5.2.1 With reference to item 4(c)(ii) of the minute of this Committee on 23 March 2018 and Report 17/18 of the Communities Committee on 16 January 2018 the demand for the facility has been monitored by the Harbour Master. In the six months since the last meeting of this Committee the Harbour Master has received three requests by members of the public to use the slipway. Given this level of demand, the public ramp on to the beach shall remain closed.

### **5.3 Black Sheds**

5.3.1 With reference to item 4(c)(iii) of the minute of this Committee on 23 March 2018, three of the vacant units within the Black Shed are now occupied. Only one unit (which is currently a double unit) now remains vacant.

### **5.4 ARBROATH SAILING & BOATING CLUB**

5.4.1 In lieu of the Seafest which used to take place at the harbour each year, the Arbroath Sailing & Boating Club (ASBC) organised a weekend of races on 4 & 5 August 2018. Yachts from nearby sailing clubs were invited to Arbroath Harbour to take part in the two races organised over the weekend. Eighteen visiting yachts were berthed in the harbour over the weekend (not all participating in the races) and the weekend proved to be a great success. The Harbour Master is keen to work with ASBC so that a similar event may be arranged for 2019.

### **5.5 RNLI**

5.5.1 Normal service was resumed at the Arbroath RNLI station at the beginning of July 2018 with both the Mersey-class Inchape boat and the inshore D-class boat both back in full service. Sam Clow has been appointed as the new full-time coxswain/mechanic at the Arbroath station. Sam will now represent the RNLI at the Arbroath Harbour Joint Consultative Committee.

## **6 RISK**

The risks associated with the various matters addressed within this report are outlined within the associated sections 2 to 5 of this report.

## **7 FINANCIAL IMPLICATIONS**

7.1 Any financial implications arising directly or indirectly from this report will be subject to approvals at the relevant council committees in due course. Operational matters will be funded from the Roads and Transportation Business Unit revenue budget.

7.2 The rental incomes accruing from property lets for harbour premises continue to be managed by the Strategic Director - Place on behalf of the Council through the Head of Infrastructure.

## **8 OTHER IMPLICATIONS**

There are no other implications arising from the proposals in this report.

**WALTER SCOTT  
SERVICE LEADER – ROADS & TRANSPORTATION**

### **NOTE:**

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

**ROADS & TRANSPORTATION/WS/BF**

**Estimated revenue budget outturn as at 31st March 2019**

<u>ARBROATH HARBOUR</u>	<u>Revised Budget 2018/19 £000's</u>	<u>Actual to @ 30/08/2018 £000's</u>	<u>Estimated Outturn 2018/19 £000's</u>	<u>Outturn v. Budget %</u>	<u>- Outturn v. Budget Variance £000's</u>	<u>Actual 2017/18 £000's</u>
<b><u>Expenditure:</u></b>						
Staff Costs	127	58.6	133	105%	6	134
Property Costs	44	8.2	44	100%	0	48
Supplies & Services	191	72.0	191	100%	0	274
Recharge Costs (Internal)	20	0.0	22	110%	2	22
Third Party Payments	39	1.0	31	79%	(8)	21
<b>GROSS EXPENDITURE</b>	<b>421</b>	<b>139.8</b>	<b>421</b>	<b>100%</b>	<b>0</b>	<b>499</b>
<b>GROSS INCOME</b>	<b>(299)</b>	<b>(166.4)</b>	<b>(299)</b>	<b>100%</b>	<b>0</b>	<b>(311)</b>
<b>NET EXPENDITURE 2018/19</b>	<b>122</b>	<b>(26.6)</b>	<b>122</b>	<b>100%</b>	<b>0</b>	<b>188</b>

**Notes 2018/19:**Supplies & Services

1/ Budget - accounts for approved dredging budget of £46k, and £125k fuel with associated recharge income

2/ Variance to 2017/18 outturn and 2016/17 actual is dredging c. £50k & misc. supplies & services c. £25k, both greater in 2017/18

Third party Payments

1/ Outturn - Accounts for £11k contribution in 2018/19 to Arbroath Harbour Reserve , plus estimate £20k misc. works costs (major repairs)

**Narrative:**

The 2018/19 outturn position is anticipated to be on budget, as at information available end of August 2018