



Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

Executive Director: Douglas Hendry

*Kilmory, Lochgilphead, PA31 8RT
Tel: 01546 602127 Fax: 01546 604435
DX 599700 LOCHGILPHEAD
26 November 2020*

NOTICE OF MEETING

A Special meeting of the **ARGYLL AND BUTE HARBOUR BOARD** will be held by **SKYPE** on **THURSDAY, 3 DECEMBER 2020 at 12:30 PM**, or at the conclusion of the Environment, Development and Infrastructure Committee at 10.00am, whichever is the later, which you are requested to attend.

Douglas Hendry
Executive Director

BUSINESS

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST**
- * 3. **PIERS & HARBOURS - ASSET MANAGEMENT PLAN / FEES AND CHARGES - 2021/22** (Pages 3 - 20)
Report by Executive Director with responsibility for Roads and Infrastructure
4. **PIERS AND HARBOURS - CRAIGNURE PIER** (Pages 21 - 30)
Report by Executive Director with responsibility for Roads and Infrastructure

Items marked with an “asterisk” are items, on the basis of information available at the time this Agenda is published, on which the Committee may not have delegated powers to act, and which may therefore require to be referred to the Council or another Committee, and that referral may depend on the decision reached at the meeting.

Argyll and Bute Harbour Board

Councillor Rory Colville (Chair)
Councillor John Armour
Councillor Alastair Redman
Councillor Richard Trail

Councillor Robin Currie
Councillor Jim Lynch
Councillor Alan Reid
Councillor Andrew Vennard

Contact: Stuart McLean, Committee Manager- 01436 658717

Adele Price-Williams, Senior Committee Assistant - 01546 604480

ARGYLL AND BUTE COUNCIL**ARGYLL AND BUTE HARBOUR BOARD****ROADS AND INFRASTRUCTURE
SERVICES****3 DECEMBER 2020**

**PIERS & HARBOURS –
ASSET MANAGEMENT PLAN / FEES AND CHARGES – 2021/22**

1.0 EXECUTIVE SUMMARY

- 1.1 The main purpose of this report is to allow Members to review the current version of the 10 year asset management plan and consider necessary increases in fees and charges for the forthcoming financial year, 2021/22, in order to meet borrowing requirements for the plan.
- 1.2 It has been highlighted in previous reports that fees and charges will be set at a level which ensures that income generated at each of the Council's main ferry ports covers total costs for each individual port plus a contribution to central 'piers and harbours' related costs.
- 1.3 The first draft of the Council's marine asset management plan was presented to Members at the November 2016 meeting of the Harbour Board. The plan is regularly updated, on a 10 year rolling basis, to reflect the condition of the asset, any related works required, and our aspirations to develop the asset in future years. The asset management plan is the subject of regular reports to the Harbour Board – see the latest version of the 10 Year Marine Asset Management Plan (Revision H) attached to the appendix in this report.
- 1.4 Overall, asset management costs for the next 10 years, as indicated on the current version of the plan, are currently expected to be circa £94 million; since inception in 2016, total value of works either completed over recent years or planned for the next 10 years, is circa £99 million. Likely costs, attributable to works planned for year 2021/22, are expected to be £10,335,000. In order to generate sufficient funds in year 2021/22, to meet capital borrowing costs, it has been estimated that fees and charges will require to be increased by 8% overall (3% to cover inflationary costs and 5% to meet the borrowing needs of the asset management plan).
- 1.5 Members are asked to:-
 - Recommend to the Council, when setting fees and charges for 2021/22, that it approves an increase to piers and harbours fees and charges, over and above any inflationary increase, of 5% to generate sufficient income to develop the Council's marine infrastructure, and...
 - Note that this will be in-step with the motion passed at the Harbour Board meeting held in January 2018 to set charges that meet both the asset

sustainability costs and future improvement costs associated with the piers and harbours which the Council has a responsibility for.

- Agree that the asset management plan will continue to be updated on a rolling 10 year basis.

ARGYLL AND BUTE COUNCIL

ARGYLL AND BUTE HARBOUR BOARD

ROADS AND INFRASTRUCTURE
SERVICES

3 DECEMBER 2020

**PIERS & HARBOUR
ASSET MANAGEMENT PLAN / FEES AND CHARGES – 2021/22**

2.0 INTRODUCTION

- 2.1 This report provides Members with the latest version of the Marine 10 Year Asset Management Plan and proposes an above-inflationary increase in Piers & Harbours fees and charges.

3.0 RECOMMENDATIONS

- 3.1 Members are asked to:-

- Recommend to the Council, when setting fees and charges for 2021/22, that it approves an increase to piers and harbours fees and charges, over and above any inflationary increase, of 5% to generate sufficient income to develop the Council's marine infrastructure, and...
- Note that this will be in-step with the motion passed at the Harbour Board meeting held in January 2018 to set charges that meet both the asset sustainability costs and future improvement costs associated with the piers and harbours which the Council has a responsibility for.
- Agree that the asset management plan will continue to be updated on a rolling 10 year basis.

4.0 BACKGROUND

- 4.1 It was agreed at the Harbour Board meeting held in January 2018 that:-

'in future pier/harbour dues should be set as a minimum at a level which will cover operating and staffing costs; inspection, maintenance and whole life asset management costs; any prudential borrowing costs required to fund shoreside infrastructure associated with the future ferry services.'

- 4.2 In line with the above agreement, it has been highlighted in previous reports that fees and charges will be set at a level which ensures that income generated at each of the Council's main ferry ports covers total costs for each individual port plus a contribution to central 'piers and harbours'-related costs.

5.0 DETAIL

- 5.1 As previously agreed, in order to fund the various works identified in the Asset Management Plan in future years, it will be necessary to increase fees and charges, over and above any required inflationary increase, on a year-on-year basis. Annual increases in future years are expected to be in the order of 2 to 10%, depending upon works identified for that particularly year (plus any inflationary increase).
- 5.2 It is proposed to increase all piers and harbours fees and charges, over and above any inflationary increase, by 5% to generate sufficient income to develop the Council's marine infrastructure.
- 5.3 The first draft of the Council's marine asset management plan was presented to Members at the November 2016 meeting of the Harbour Board. The plan is regularly updated, on a 10 year rolling basis, to reflect the condition of the asset, any related works required, and our aspirations to develop the asset in future years. The asset management plan is the subject of regular reports to the Harbour Board – see the latest version of the 10 Year Marine Asset Management Plan (Revision H) attached to Appendix A in this report.
- 5.4 Overall, asset management costs for the next 10 years, as indicated on the current version of the plan, are currently expected to be circa £94 million; since inception in 2016, total value of works either completed over recent years or planned for the next 10 years, is circa £99 million. Likely costs, attributable to works planned for year 2021/22, are expected to be £10,335,000. As previously mentioned, in order to generate sufficient funds in year 2021/22, to meet capital borrowing costs, it has been estimated that fees and charges will require to be increased by 8% overall (3% to cover inflationary costs and 5% to meet the borrowing needs of the asset management plan). The list of recommended fees and charges for 2021/22 is attached to Appendix B in this report.
- 5.5 Planned works for the year 2021/22, as highlighted in the Marine Asset Management Plan along with budgets for year 2021/22, are as follows:-

- | | |
|---|----------|
| • Campbeltown – Wall A new sheet piling | £750,000 |
| ○ Scheme completion – year 22/23 | |
| • Carradale – Work on wave wall | £100,000 |
| ○ Scheme completion – year 21/22 | |
| • Craighouse Pier – Structural concrete works | £100,000 |
| ○ Scheme completion – year 21/22 | |
| • Craignure Pier – Feasibility study / Ground investigation / painting works to link-span | £630,000 |
| ○ Scheme completion – year 26/27 | |
| • Cuan Ferry Slip - Study and ground investigation to consider overnight berth at Seil Island | £125,000 |
| ○ Scheme completion – year 24/25 | |

• Dunoon Pier – Feasibility study (berthing arrangement for new vessel)	£350,000
○ Scheme completion – year 24/25	
• Easdale / Ellenabeich – Feasibility study Study into new Ferry Slips to support bow-ramp vessel	£250,000
○ Scheme completion – year 23/24	
• Feolin - New fender design	£30,000
○ Scheme completion – year 23/24	
• Fionnphort Overnight Berth - construction stage	£4,050,000
○ Scheme completion – year 22/23	
• Gigha Overnight Berth (study for new hybrid vessel)	£400,000
○ Scheme completion – year 24/25	
• Kilcreggan – Feasibility study (berthing arrangement for new vessel)	£250,000
○ Scheme completion – year 23/24	
• Lismore – Feasibility study - breakwater	£100,000
○ Scheme completion – year 23/24	
• Port Askaig - Mustering area overspill study & painting works to link-span	£200,000
○ Scheme completion – years 22/23 and 21/22 resp.	
• Rothesay Harbour – Piling and grouting work	£3,000,000
○ Scheme completion – year 21/22	
Total for 2021/22	£10,335,000

5.6 It is proposed that the Council's piers and harbours fees and charges be amended for year 2021/22 to reflect the above increase (including any increase to cover inflationary costs) – the overall increase is to be approved at the full Council budgetary meeting in February 2021.

5.7 Since 2017/18 the council has increased Fees and Charges for Piers and Harbours above inflation to fund prudential borrowing which in turn is financing the Asset Management Plan. The table below shows the expenditure and financing costs since 2017/18 with any residue being placed in earmarked reserves to fund future expenditure. There is currently £607,841 held in earmarked reserves to fund prudential borrowing for Piers & Harbours.

Table 1 – Previous Years' Expenditure

	2017-18	2018-19	2019-20	TOTAL
Expenditure	320,000	1,486,178	3,060,589	4,866,640
Loans Charges	6,549	43,962	148,123	198,634
Additional Income generated by uplift	113,590	177,012	515,873	806,475
Surplus income added to earmarked reserves	107,041	133,050	367,750	607,841

5.8 It was agreed that there would be an attempt to smooth the increase to fees and charges over future years so that there would not be large spikes in the increase required to fund the asset management plan in the years where large expenditure is planned. This is shown in Table 2.

Table 2 – Smoothing of Asset Management Plan Fees and Charges

	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	TOTAL
Planned expenditure £'000	3,350	10,335	15,950	7,500	24,650	19,075	10,250	950	1,300	500	93,860
Anticipated Annual Loans Charges £'000	346	473	1,059	2,113	2,520	3,844	4,868	5,420	5,472	5,541	
Additional funding required to pay loans charges £'000	198	127	586	1,054	407	1,324	1,024	552	52	69	
Increase required if fully funded in year	2.66%	1.74%	7.5%	12.35%	4.34%	12.83%	9.03%	4.42%	1.0%	0	
Proposed increase to allow smoothing	5%	5%	6%	7%	7%	7%	7%	5.5%	1.0%	0%	

5.9 Note the 2020/21 increase of an additional 5% over and above the inflationary increase of 3% has already been implemented, however, due to the pandemic we are unlikely to reach the anticipated income targets so future years increases have had to be increased slightly to make up the shortfall. It should be noted that an additional 1% increase in fees and charges will give around £72,000 additional income. The following table shows the anticipated income which will be generated by increasing the fees and charges above the inflationary rate and the effect it will have on the earmarking balance.

Table 3 – Profile of Income and Borrowing Costs on Asset Management Plan

	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	TOTAL
Planned expenditure £'000	3,350	10,335	15,590	7,500	24,650	19,075	10,250	950	1,300	500	93,860
Anticipated Annual Loans Charges £'000	346	473	1,059	2,113	2,520	3,844	4,868	5,421	5,472	5,541	
Anticipated additional income generated £'000	300	1,088	1,558	2,155	2,811	3,533	4,328	5,015	5,150	5,150	
Surplus transferred to / from earmarked reserves £'000	-46	615	499	42	291	-311	-540	-406	-322	-391	
Cumulative balance on earmarked reserves £'000	562	1,177	1,676	1,718	2,009	1,698	1,158	752	430	39	

5.10 It should be noted that the model above assumes income from fees and charges returns to pre-covid 19 levels from April 2021.

6.0 CONCLUSION

6.1 The proposed fees and charges increase is required to fund future asset sustainability and improvement costs for the Council's piers and harbours.

7.0 IMPLICATIONS

- | | | |
|-------|--|---|
| 7.1 | Policy | None directly arising from this report |
| 7.2 | Financial | The proposed increase of fees and charges will ensure that future income is sufficient to maintain and develop the Council's marine assets. |
| 7.3 | Legal | None directly arising from this report. |
| 7.4 | HR | None |
| 7.5 | Fairer Scotland Duty | |
| 7.5.1 | Equalities – protected characteristics | None directly arising from this report. |

7.5.2	Socio-economic Duty	None directly arising from this report.
7.5.3	Islands	See risk below.
7.6	Risk	Above inflation increases may have a detrimental economic impact on businesses using the facilities e.g. fishermen, bulk oil importers, timber exporters, wind farm developers and cruise companies. Significant increases may also reduce usage and customers while making attracting new business more difficult. External influences may come to bear on ferry usage patterns which may, in turn, impact on income from ferry fees and charges i.e. Brexit, Covid 19 and potential changes in RET.
7.7	Customer Services	Customers and key stakeholders will be informed of fees and charges set when agreed.

Appendix A – 10 Year Marine Asset Management Plan

Appendix B – Recommended fees and charges – 2021/22

Executive Director with responsibility for Roads and Infrastructure:

Kirsty Flanagan

Policy Lead: Cllr Rory Colville

10 November 2020

For further information contact:

Stewart Clark, Marine Operations Manager Tel: 01546 604893

Jim Smith: Head of Roads & Infrastructure Services Tel: 01546 604324

Piers and Harbours - 10 + Year Programme of Works Revision H - October 2020																							LEGEND :		
Structure				Year 1 (2020/21)	Works Required	Year 2 (2021/22)	Works Required	Year 3 (2022/23)	Works Required	Year 4 (2023/24)	Works Required	Year 5 (2024/25)	Works Required	Year 6 (2025/26)	Works Required	Year 7 (2026/27)	Works Required	Year 8 (2027/28)	Works Required	Year 9 (2028/29)	Works Required	Year 10 (2029/30)	Works Required	Total Capital	
No	Name	Location	Area	£3,350,000		£10,335,000		£15,950,000		£7,500,000		£24,650,000		£19,075,000		£10,250,000		£950,000		£1,300,000		£500,000		£93,860,000	
1	Achnacroish Pier	Lismore	OL&I																				£500,000	Decommissioning Pier ?	£500,000
2	Achnacroish Ferry Slip	Lismore	OL&I																						
3	Arinagour Old Pier	Coll	OL&I																						
4	Bruchladdich Pier	Islay	MA&I					£550,000	Upgrade Approachway																£550,000
5	Bunessan	Mull (South West)	OL&I	£50,000	Grouting and pointing work																				£50,000
6	Campbeltown Old Quay	Kintyre (South)	MA&I	£50,000	Wall A - G.I. / Design / Contract Documentation	£500,000	Start replacement of wall A Design / RE duties	£2,500,000	Complete wall A																£3,100,000
7	Campbeltown New Quay	Kintyre (South)	MA&I	£80,000	Coat piles	£200,000	Paint Link-span																		£280,000
8	Carradale Harbour	Kintyre (East Coast)	MA&I	£80,000	Cathodic protection / start wave wall work																				£210,000
				£30,000	Design	£100,000	Wave wall - completion																		
9	Craighouse Pier	Jura (East Coast)	MA&I	£30,000	Design work - new berthing timbers and structural repairs											£10,000	Principal Inspection								£240,000
				£100,000	Repairs to concrete - start work	£100,000	Repairs to concrete - completion																		
10	Craignure Pier	Mull (East End)	OL&I	£50,000	Outline Business Case - Interim	£150,000	Complete Feasibility Study / Outline design	£300,000	Detail design / Complete tender documentation / Finalise Planning consents	£300,000	Finalise design Issue tender documentation	£20,000,000	Construction	£18,000,000	Construction	£9,000,000	Construction								£49,110,000
				£80,000	Outline Business Case - Final	£200,000	Ground Investigation																		
				£150,000	Replace Hydraulic Cylinders	£200,000	Interim works - Demolish building at pier end / new bollards / marshalling area	£500,000	New Passenger Access System (PAS)	£100,000	Concrete repairs														
							Painting Link-Span																		
11	Crinan Ferry Slip	Crinan	MA&I																						
12	Crinan Harbour Quay	Crinan	MA&I																						
13	Cuan Ferry Slip	Luing	OL&I			£50,000	Feasibility Study - New Slip	£100,000	G.I.					£75,000	design fees	£1,200,000	New slip								£1,425,000
14	Cuan Ferry Slip	Sell	OL&I			£75,000	Feasibility Study - Slip / aligning structure	£100,000	G.I.	£100,000	Detailed design	£1,200,000	New slip												£1,475,000
15	Dalintober Jetty	Campbeltown	MA&I																						
16	Dunoon Harbour Jetty (Coal Pier)	Dunoon	B&C																						
17	Dunoon Pier	Dunoon	B&C	£30,000	Further investigation / survey - for access system at timber pier	£100,000	Works to proceed on access system (?)													£250,000	Remove linkspan and north dolphin on timber pier				£380,000
18	Dunoon Breakwater	Dunoon	B&C	£190,000	Rock Armour completion	£250,000	Feasibility studies / g.i. / planning permissions	£100,000	Design / tender documentation	£500,000	New berthing arrangement (approx cost)	£500,000	Waiting room/mustering area												£1,540,000
19	Easdale Pier	Easdale	OL&I	£50,000	Gabion Baskets	£250,000	New Slip - G.I. / design / tender																		£1,150,000
				£50,000	New slip - feasibility		For new bow ramp vessel	£400,000	Construct New Slip	£400,000	Construct New slip														
20	Easdale Low Water Landing	Easdale	OL&I																						
21	Ellenabeich Pier	Sell	OL&I	£50,000	New slip - feasibility		New slip - design / tender - as Easdale above	£400,000	Construct New Slip																£450,000
22	Feolin Ferry Slip	Jura (Sound of Islay)	MA&I			£30,000	New Fender system Design	£150,000	New Fender system - start	£150,000	New Fender system - completion														£330,000
23	Fionnphort Ferry Slip	Mull (South West)	OL&I	£50,000	Concrete Works	£4,000,000	Construction of breakwater (aligning structure)concrete works slip	£4,000,000	Complete Work																£8,200,000
				£50,000	New aligning structure - design / tender / planning / licence	£50,000	Design / RE duties (Iona and Fionnphort)	£50,000																	
24	Gigha Ferry Slip	Gigha	MA&I			£400,000	Feasibility Study / GI - Linked to Tayriolcan	£50,000	Consultancy fees - design / tender - linked to Tayriolcan					£1,000,000	Commence on site - breakwater/aligning structure	£2,000,000	complete works on site								£3,450,000
25	Gigha South Pier	Gigha	MA&I	£200,000	Concrete remedial works												£20,000	Principal Inspection							£220,000
26	Helensburgh Pier	Helensburgh	H&L																						
27	Iona Ferry Slip	Iona	OL&I	£200,000	Concrete remedial works			£5,000,000	Breakwater - start construction (linked to Fionnphort)	£4,000,000	Breakwater - completion														£9,250,000
				£50,000	New breakwater - design / tender / planning																				
28	Keills	Mainland Sound of Jura	MA&I																						
29	Kilcreggan Pier	Kilcreggan	H&L			£250,000	Feasibility studies / g.i. / planning permissions	£100,000	Design / tender documentation	£500,000	New berthing arrangement (approx cost)					£20,000	Principal Inspection			£250,000	DDA compliance / Upgrades for Gourock Ferry?				£1,120,000
30	Lagg	Jura (Sound of Jura)	MA&I																						
31	Lismore Point	Lismore (North)	OL&I	£50,000	Modelling breakwater	£100,000	Feasibility study / ground investigation - breakwater	£50,000	Complete Design / tender	£500,000	Construct b/water														£700,000
32	Oban North Pier	Oban	OL&I	£40,000	Bin Store																				£40,000
33	Oban Times Slip	Oban	OL&I															£150,000	Sheet piling						£150,000
34	Port Appin	Port Appin	OL&I															£800,000	DDA compliant						£800,000
35	Port Askaig Pier	Islay	MA&I	£180,000	Cathodic protection	£50,000	Feasibility Study - HGV Area	£50,000	HGV Area - Design	£1,500,000	HGV Area - Construct									£800,000	Jura ferry slip tri&B				£2,730,000
				£50,000		£150,000	Painting Link-Span																		
36	Port Beag Slip	Oban	OL&I																						
37	Port Charlotte	Islay (Loch Indaal)	MA&I																						
38	Rothsay Harbour	Bute	B&C	£50,000	Consultancy fees - design			£3,000,000	Piling / Grouting - Completion																£4,290,000
				£1,000,000	Piling / Grouting - Start																				
				£10,000	Pontoon Security Fence																				
39	St. Catherine's Slip	Upper Loch Fyne	MA&I																						
40	Tayriolcan Ferry Slip	Kintyre (West Coast)	MA&I							£50,000	Design - tie in with Gigha. Hybrid-related work	£150,000	Design Start of construction	£1,000,000	Completion of aligning structure at Tayriolcan										£2,000,000
41	Tighnabruaich Pier	Kyles of Bute	B&C																						
42	West Loch Tarbert	Kintyre (North)	MA&I	£20,000	Design Work	£100,000	Cathodic Protection																		£120,000

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		2020/21				2021/22				Increase		Notes/Comments
Description	Other	Net £	VAT Rate	VAT £	Gross £	Net £	VAT Rate	VAT £	Gross £	£	%	
FERRY FARES												
SPT Concessionary Travel Scheme - Single												Statutory Charge Set by SPT
SPT Concessionary Travel Scheme - Return												
Out of hours Service - Cuan/Easdale/Lismore - up to Midnight		76.70	Zero Rated	0.00	76.70	79.00	Zero Rated	0.00	79.00	2.30	3%	
Out of hours Service - Cuan/Easdale/Lismore - After Midnight		99.10	Zero Rated	0.00	99.10	102.10	Zero Rated	0.00	102.10	3.00	3%	Age 5 to 16 - Child Fare Age 16 and above - Adult Fare Free Travel: Children up to Age 5, Scholars, Primary School Escort, Pre-5 Escort
Easdale/Cuan Passenger Fares - Adult - Return		2.30	Zero Rated	0.00	2.30	2.40	Zero Rated	0.00	2.40	0.10	4%	
Easdale/Cuan Passenger Fares - Adult – 5 Return Journeys		7.60	Zero Rated	0.00	7.60	7.80	Zero Rated	0.00	7.80	0.20	3%	
Easdale/Cuan Passenger Fares - Child – Return		1.30	Zero Rated	0.00	1.30	1.30	Zero Rated	0.00	1.30	0.00	0%	
Easdale/Cuan Passenger Fares - Child – 5 Return Journeys		3.70	Zero Rated	0.00	3.70	3.80	Zero Rated	0.00	3.80	0.10	3%	
Cuan Vehicle Fares - Private Vehicles - Motor Cars 50% Disability discount - Return		4.50	Zero Rated	0.00	4.50	4.60	Zero Rated	0.00	4.60	0.10	2%	
Cuan Vehicle Fares - Private Vehicles - cars, trailers or caravans - Return - Up to and Including 5m		9.10	Zero Rated	0.00	9.10	9.40	Zero Rated	0.00	9.40	0.30	3%	
Cuan Vehicle Fares - Private Vehicles - cars, trailers or caravans - Up to and Including 5m - 5 Return Journeys		30.20	Zero Rated	0.00	30.20	31.10	Zero Rated	0.00	31.10	0.90	3%	
Cuan Vehicle Fares - Private Vehicles - cars, trailers or caravans - Up to and including 5m – 3 Monthly Unlimited (domestic travellers only - car and driver only)		264.20	Zero Rated	0.00	264.20	272.10	Zero Rated	0.00	272.10	7.90	3%	
Cuan Vehicle Fares - Private Vehicles -Motorcycle - Return		3.80	Zero Rated	0.00	3.80	3.90	Zero Rated	0.00	3.90	0.10	3%	
Cuan Vehicle Fares - Private Vehicles -Motorcycle - 10 Journeys		12.10	Zero Rated	0.00	12.10	12.50	Zero Rated	0.00	12.50	0.40	3%	
Cuan Vehicle Fares - Commercial Vehicles/Coaches - 5.01m to 8.0m - Return		13.42	Standard	2.68	16.10	13.83	Standard	2.77	16.60	0.50	3%	
Cuan Vehicle Fares - Commercial Vehicles/Coaches - 8.01m to 12.0m - Return		15.50	Standard	3.10	18.60	16.00	Standard	3.20	19.20	0.60	3%	
Cuan Vehicle Fares - Commercial Vehicles/Coaches - 12.01m to 18.0m - Return		17.67	Standard	3.53	21.20	18.17	Standard	3.63	21.80	0.60	3%	
Cuan Vehicle Fares - Commercial Vehicles/Coaches - 5.01m to 8.0m - 5 Return Journeys		65.67	Standard	13.13	78.80	67.67	Standard	13.53	81.20	2.40	3%	
Cuan Vehicle Fares - Commercial Vehicles/Coaches - 8.01m to 12.0m - 5 Return Journeys		76.00	Standard	15.20	91.20	78.25	Standard	15.65	93.90	2.70	3%	
Cuan Vehicle Fares - Commercial Vehicles/Coaches - 12.01m to 18.0m -5 Return Journeys		86.17	Standard	17.23	103.40	88.75	Standard	17.75	106.50	3.10	3%	

		2020/21				2021/22				Increase		Notes/Comments
Description	Other	Net £	VAT Rate	VAT £	Gross £	Net £	VAT Rate	VAT £	Gross £	£	%	
Lismore Passenger Fares - Adult - Single		2.10	Zero Rated	0.00	2.10	2.20	Zero Rated	0.00	2.20	0.10	5%	Age 5 to 16 - Child Fare Age 16 and above - Adult Fare Free Travel: Children up to Age 5, Scholars, Primary School Escort, Pre-5 Escort
Jura Passenger Fares - Adult - Single		2.00	Zero Rated	0.00	2.00	2.10	Zero Rated	0.00	2.10	0.10	5%	
Lismore Passenger Fares - Adult - 10 Journeys		13.50	Zero Rated	0.00	13.50	13.90	Zero Rated	0.00	13.90	0.40	3%	
Jura Passenger Fares - Adult - 10 Journeys		12.90	Zero Rated	0.00	12.90	13.30	Zero Rated	0.00	13.30	0.40	3%	
Lismore Passenger Fares - Child - Single		1.20	Zero Rated	0.00	1.20	1.20	Zero Rated	0.00	1.20	0.00	0%	
Jura Passenger Fares - Child - Single		1.10	Zero Rated	0.00	1.10	1.10	Zero Rated	0.00	1.10	0.00	0%	
Lismore Passenger Fares - Child - 10 Journeys		6.50	Zero Rated	0.00	6.50	6.70	Zero Rated	0.00	6.70	0.20	3%	
Jura Passenger Fares - Child - 10 Journeys		6.20	Zero Rated	0.00	6.20	6.40	Zero Rated	0.00	6.40	0.20	3%	
Jura Vehicle Fares - Private Vehicles - Excursion Return		16.40	Zero Rated	0.00	16.40	16.90	Zero Rated	0.00	16.90	0.50	3%	
Jura Vehicle Fares - Private Vehicles - Motor Cars 50% Disability Discount - Return (Based on 50% Excursion Return)		8.00	Zero Rated	0.00	8.00	8.20	Zero Rated	0.00	8.20	0.20	3%	
Jura Vehicle Fares - all vehicles up to and including 5m - single journey (including driver)		10.20	Zero Rated	0.00	10.20	10.50	Zero Rated	0.00	10.50	0.30	3%	
Jura Vehicle Fares - all vehicles up to and including 5m - 10 Single Journeys (including driver)		65.90	Zero Rated	0.00	65.90	67.90	Zero Rated	0.00	67.90	2.00	3%	
Jura Vehicle Fares - all vehicles up to and including 5m - 50 Single Journeys (including Driver)		334.60	Zero Rated	0.00	334.60	344.60	Zero Rated	0.00	344.60	10.00	3%	
Jura Vehicle Fares - Private Vehicles - Motorcycle - Single		4.10	Zero Rated	0.00	4.10	4.20	Zero Rated	0.00	4.20	0.10	2%	
Jura Vehicle Fares - Private Vehicles - Motorcycle - 10 Journeys		26.40	Zero Rated	0.00	26.40	27.20	Zero Rated	0.00	27.20	0.80	3%	
Jura Vehicle Fares - Private Vehicles - Motorhomes - 5.01m to 8.0m - single excl driver		22.00	Zero Rated	0.00	22.00	22.70	Zero Rated	0.00	22.70	0.70	3%	Not previously included in fees and charges
Jura Vehicle Fares - Private Vehicles - Motorhomes - 8.01m to 12.0m - single excl driver		24.75	Zero Rated	0.00	24.75	25.50	Zero Rated	0.00	25.50	0.75	3%	Not previously included in fees and charges
Jura Vehicle Fares - Commercial Vehicles/Coaches - 5.01m to 8.0m		18.25	Standard	3.65	21.90	18.83	Standard	3.77	22.60	0.70	3%	
Jura Vehicle Fares - Commercial Vehicles/Coaches - 8.01m to 12.0m		20.58	Standard	4.12	24.70	21.17	Standard	4.23	25.40	0.70	3%	
Jura Vehicle Fares - Commercial Vehicles/Coaches - 12.01m to 18.0m		23.08	Standard	4.62	27.70	23.75	Standard	4.75	28.50	0.80	3%	
Jura Vehicle Fares - Commercial Vehicles/Coaches - Out of Hours service - up to Midnight		93.50	Outwith the Scope	0.00	93.50	96.30	Outwith the Scope	0.00	96.30	2.80	3%	

		2020/21				2021/22				Increase		Notes/Comments
Description	Other	Net £	VAT Rate	VAT £	Gross £	Net £	VAT Rate	VAT £	Gross £	£	%	
PIERS AND HARBOURS - RATES - GOODS, PASSENGERS & VEHICLES												Rates for Goods Shipped, Transhipped or Unshipped at the Pier or Ferry Slip or within the Harbour
General Goods Packaged (per tonne) Includes Fruit, Beverages, Meat, Dairy Products, General Groceries and Confectionery, Cured Fish, etc.		2.25	Zero Rated	0.00	2.25	2.43	Zero Rated	0.00	2.43	0.18	8%	In determining weights for the purpose of charging dues, the weights of the containers of any goods shall be included.
Dry Bulk Commodities (per tonne) Ores, Aggregates and Crushed Stone, Cement and Building Materials, Timber (including Logs), Salt, etc.		2.00	Zero Rated	0.00	2.00	2.16	Zero Rated	0.00	2.16	0.16	8%	In terms of liquid, gaseous bulk products, bulk shipments of materials may be charged at discounted rates subject to a request being made in writing to the Executive Director, Development and Infrastructure, who will then refer the letter to the full Council.
Liquid and Gaseous Bulk Products (per tonne)		2.50	Zero Rated	0.00	2.50	2.70	Zero Rated	0.00	2.70	0.20	8%	
Explosives (per tonne)		89.15	Zero Rated	0.00	89.15	96.28	Zero Rated	0.00	96.28	7.13	8%	
Livestock - Poultry (per bird)		0.40	Zero Rated	0.00	0.40	0.43	Zero Rated	0.00	0.43	0.03	7%	
Animals (per Animal)		0.75	Zero Rated	0.00	0.75	0.81	Zero Rated	0.00	0.81	0.06	8%	All empty boxes, barrels, sacks and packages if previously shipped or landed will be exempt.
Smolt (per thousand)		5.10	Zero Rated	0.00	5.10	5.51	Zero Rated	0.00	5.51	0.41	8%	Passengers Personal Baggage shall be free of charge.
Fish, including Shellfish - Fresh, all varieties and also fish consigned for sale at other markets - percentage of catch	2.50%	0.00	If Applicable				If Applicable	0.00	0.00			2.5% of catch
Rates on Passenger and Vehicles - Adult Passengers landing at or embarking from pier (each)		0.45	Zero Rated	0.00	0.45	0.49	Zero Rated	0.00	0.49	0.04	9%	
Rates on Passenger and Vehicles - Child Passengers landing at or embarking from pier (each)		0.29	Zero Rated	0.00	0.29	0.31	Zero Rated	0.00	0.31	0.02	7%	
Rates on Passenger and Vehicles - Private Cars, Taxis, Hearses and Agricultural Machinery (Tractors, Trailers, etc.) (each)		1.44	Zero Rated	0.00	1.44	1.56	Zero Rated	0.00	1.56	0.12	8%	
Rates on Passenger and Vehicles - Caravans or Trailers (except Commercial Trailers) (each)		2.29	Zero Rated	0.00	2.29	2.47	Zero Rated	0.00	2.47	0.18	8%	
Rates on Passenger and Vehicles - Cycles (each)		0.40	Zero Rated	0.00	0.40	0.43	Zero Rated	0.00	0.43	0.03	7%	
Rates on Passenger and Vehicles - Motorcycles including sidecar (each)		0.97	Zero Rated	0.00	0.97	1.05	Zero Rated	0.00	1.05	0.08	8%	
Rates on Passenger and Vehicles - Buses (each)		7.96	Zero Rated	0.00	7.96	8.60	Zero Rated	0.00	8.60	0.64	8%	
Rates on Passenger and Vehicles - Commercial Vehicles - Per Metre		0.97	Zero Rated	0.00	0.97	1.05	Zero Rated	0.00	1.05	0.08	8%	

Description	Other	2020/21			
		Net £	VAT Rate	VAT £	Gross £
PIERS AND HARBOURS - RATES - MISCELLANEOUS					
Mobile Cranage - for each lift		12.77	Zero Rated	0.00	12.77
Fresh Water - per tonne or part thereof (minimum charge £10)		3.66	Zero Rated	0.00	3.66
Left Luggage - per article up to 24hours (minimum charge £10)		3.15	Standard	0.63	3.78
Parcels and Packages up to 50 kg (minimum charge £10)		0.33	Standard	0.07	0.40
Parcels and Packages- where articles can be measured - charge per cubic metre (minimum charge £10)		3.53	Standard	0.71	4.23
Parcels and Packages- where articles cannot be measured - charge per tonne (minimum charge £10)		3.53	Standard	0.71	4.23
Rope Handling - To be charged each time i.e. Arrival and departure to be charged separately (NB to be charged to ferries where additional resources are required)		143.25	Zero Rated	0.00	143.25
Timber Debris Clearance		358.21	Standard	71.64	429.85
Use of Linkspan - Commercial use		343.45	Zero Rated	0.00	343.45
Use of Linkspan - non-vehicular traffic		40.05	Zero Rated	0.00	40.05
Operational Duties on behalf of external bodies					
Car and Pedestrian marshalling - Rothesay and Dunoon (per day)		116.38	Standard	23.28	139.66
Freight handling - Rothesay Harbour		11.42	Standard	2.28	13.70
Electricity (per unit)		0.17	Standard	0.04	0.21
Slipway Landing fee		5.70	Zero Rated	0.00	5.70
Cruise calls/tenders		572.40	Zero Rated	0.00	572.40
Oban Transit Marina					
Daily Rate (Between 11:00 and 16:00)		10.25	Standard	2.05	12.30
Overnight Charge (per metre length)		2.58	Standard	0.52	3.10

Net £	VAT Rate	VAT £	Gross £	Increase		Notes/Comments
				£	%	
13.79	Zero Rated	0.00	13.79	1.02	8%	For goods remaining in sheds or on the pier or quays for a period longer than 24 hours, 50% of the original pier dues shall be charged for each 24 hours or part thereof. Provided that in the case of sheds occupied from time to time under lease or let from the Council such dues shall not be charged against the occupier or leasee. The terms of such leases or lets shall be subject to individual negotiation with the Executive Director. (Note there is a minimum charge of £10.00 for some items)
3.95	Zero Rated	0.00	3.95	0.29	8%	
3.40	Standard	0.68	4.08	0.30	8%	
0.36	Standard	0.07	0.43	0.03	7%	
3.81	Standard	0.76	4.57	0.34	8%	
3.81	Standard	0.76	4.57	0.34	8%	Cost of clearing site reflected in increase in charge.
154.70	Zero Rated	0.00	154.70	11.45	8%	
386.88	Standard	77.38	464.25	34.40	8%	
370.95	Zero Rated	0.00	370.95	27.50	8%	
35.00	Zero Rated	0.00	43.25	3.20	8%	
125.71	Standard	25.14	150.85	11.19	8%	
12.33	Standard	2.47	14.80	1.10	8%	
0.17	Standard	0.04	0.23	0.02	10%	
6.15	Zero Rated	0.00	6.15	0.45	8%	
618.20	Zero Rated	0.00	618.20	45.80	8%	
10.25	Standard	2.05	12.30	0.00		
2.58	Standard	0.52	3.10	0.00		Maximum of 3 nights stay

		2020/21				2021/22				Increase		Notes/Comments
Description	Other	Net £	VAT Rate	VAT £	Gross £	Net £	VAT Rate	VAT £	Gross £	£	%	
PIERS AND HARBOURS - RATES - VESSELS												
1 - Basic Rate - all vessels to be charged at this rate unless eligible for categories 2, 3, 4 - see comment 2		0.00		0.00	0.00							COMMENTS 1. The category and rate under which a vessel is to be charged must be paid at the time of the berthing or on invoicing as appropriate. 2. All vessels are liable for dues at the Basic Rate. Only those, which are actively engaged in the relevant activity, are eligible for Category 2,3 or 4. 3. All vessels actively engaged in commercial undertaking, these would be subject to minimum payment by length as for unregistered vessels. 4. Rothesay and Campbeltown Pontoon are not managed by Argyll and Bute and are subject to their own charges. 5. The above rates and dues include for Port Waste Facilities to the level required by local and leisure craft. Any requirements for additional waste facilities or specialised waste disposal, in terms of the Merchant Shipping & Fishing Vessels (Port Waste Reception Facilities) Regulations 2003, must be made to the Service Director at least 24 hours in advance. This cost shall be paid prior to the provision of the service. 6. Concession rates for unlimited use will be available only for vessels "regularly sailing". Additional dues will be required for vessels, which have made payment for unlimited use but are not "regularly sailing". A vessel will be deemed to be "regularly sailing" if it leaves the installation for a continuous period of not less than 6 hours between 0600 hours and 2000 hours in any one day for more than 14 days. 7. Periods are: Summer period April to September inclusive, or part thereof. Winter period October to March inclusive, or part thereof.
Up to 5 metres in length	Per visit up to 24 hours	11.85	Zero Rated	0.00	11.85	12.80	Zero Rated	0.00	12.80	0.95	8%	
Up to 6 metres in length	Per visit up to 24 hours	14.25	Zero Rated	0.00	14.25	15.40	Zero Rated	0.00	15.40	1.15	8%	
Up to 7 metres in length	Per visit up to 24 hours	16.40	Zero Rated	0.00	16.40	17.70	Zero Rated	0.00	17.70	1.30	8%	
Up to 8 metres in length	Per visit up to 24 hours	18.90	Zero Rated	0.00	18.90	20.40	Zero Rated	0.00	20.40	1.50	8%	
Up to 9 metres in length	Per visit up to 24 hours	21.20	Zero Rated	0.00	21.20	22.90	Zero Rated	0.00	22.90	1.70	8%	
Up to 10 metres in length	Per visit up to 24 hours	23.60	Zero Rated	0.00	23.60	25.50	Zero Rated	0.00	25.50	1.90	8%	
Over 10 metres in length - charge per metre	Per visit up to 24 hours	2.30	Zero Rated	0.00	2.30	2.50	Zero Rated	0.00	2.50	0.20	9%	
Up to 5 metres in length	Weekly	58.70	Zero Rated	0.00	58.70	63.40	Zero Rated	0.00	63.40	4.70	8%	
Up to 6 metres in length	Weekly	70.40	Zero Rated	0.00	70.40	76.05	Zero Rated	0.00	76.05	5.65	8%	
Up to 7 metres in length	Weekly	82.10	Zero Rated	0.00	82.10	88.65	Zero Rated	0.00	88.65	6.55	8%	
Up to 8 metres in length	Weekly	95.45	Zero Rated	0.00	95.45	103.10	Zero Rated	0.00	103.10	7.65	8%	
Up to 9 metres in length	Weekly	106.55	Zero Rated	0.00	106.55	115.05	Zero Rated	0.00	115.05	8.50	8%	
Up to 10 metres in length	Weekly	117.40	Zero Rated	0.00	117.40	126.80	Zero Rated	0.00	126.80	9.40	8%	
Up to 5 metres in length	Summer	430.60	Zero Rated	0.00	430.60	465.05	Zero Rated	0.00	465.05	34.45	8%	
Up to 6 metres in length	Summer	516.65	Zero Rated	0.00	516.65	558.00	Zero Rated	0.00	558.00	41.35	8%	
Up to 7 metres in length	Summer	602.80	Zero Rated	0.00	602.80	651.00	Zero Rated	0.00	651.00	48.20	8%	
Up to 8 metres in length	Summer	688.90	Zero Rated	0.00	688.90	744.00	Zero Rated	0.00	744.00	55.10	8%	
Up to 9 metres in length	Summer	775.00	Zero Rated	0.00	775.00	837.00	Zero Rated	0.00	837.00	62.00	8%	
Up to 10 metres in length	Summer	861.20	Zero Rated	0.00	861.20	930.10	Zero Rated	0.00	930.10	68.90	8%	
Up to 5 metres in length	Winter	313.15	Zero Rated	0.00	313.15	338.20	Zero Rated	0.00	338.20	25.05	8%	
Up to 6 metres in length	Winter	375.80	Zero Rated	0.00	375.80	405.85	Zero Rated	0.00	405.85	30.05	8%	
Up to 7 metres in length	Winter	438.50	Zero Rated	0.00	438.50	473.60	Zero Rated	0.00	473.60	35.10	8%	
Up to 8 metres in length	Winter	500.95	Zero Rated	0.00	500.95	541.05	Zero Rated	0.00	541.05	40.10	8%	
Up to 9 metres in length	Winter	563.65	Zero Rated	0.00	563.65	608.75	Zero Rated	0.00	608.75	45.10	8%	
Up to 10 metres in length	Winter	626.25	Zero Rated	0.00	626.25	676.35	Zero Rated	0.00	676.35	50.10	8%	
1a - Any ship of a gross tonnage less than 15 tonnes or used for recreation or pleasure - charge is subject to 20% VAT		0.00		0.00	0.00				0.00			
Up to 5 metres in length	Per visit up to 24 hours	10.08	Standard	2.02	12.10	10.88	Standard	2.18	13.05	0.95	8%	

		2020/21				2021/22				Increase		Notes/Comments
Description	Other	Net £	VAT Rate	VAT £	Gross £	Net £	VAT Rate	VAT £	Gross £	£	%	
Up to 6 metres in length	Per visit up to 24 hours	12.00	Standard	2.40	14.40	12.96	Standard	2.59	15.55	1.15	8%	
Up to 7 metres in length	Per visit up to 24 hours	14.00	Standard	2.80	16.80	15.13	Standard	3.03	18.15	1.35	8%	
Up to 8 metres in length	Per visit up to 24 hours	15.96	Standard	3.19	19.15	17.25	Standard	3.45	20.70	1.55	8%	
Up to 9 metres in length	Per visit up to 24 hours	18.00	Standard	3.60	21.60	19.46	Standard	3.89	23.35	1.75	8%	
Up to 10 metres in length	Per visit up to 24 hours	20.00	Standard	4.00	24.00	21.58	Standard	4.32	25.90	1.90	8%	
Over 10 metres in length - charge per metre	Per visit up to 24 hours	2.01	Standard	0.40	2.41	2.17	Standard	0.43	2.60	0.19	8%	<p>8. All concession rates for unlimited use must be paid for in advance of the period for which they cover. Failure to do so will result in full rates being applied.</p> <p>9. VAT Zero Rating only applies where the vessels are "qualifying ships". A "qualifying ship" is legally defined as any ship of a gross tonnage of not less than 15 tonnes and neither designed nor adapted for use for recreation or pleasure. The customer is a business customer who belongs outside the UK (it does not matter what size the vessel is).</p>
Up to 5 metres in length	Weekly	49.92	Standard	9.98	59.90	53.92	Standard	10.78	64.70	4.80	8%	
Up to 6 metres in length	Weekly	59.83	Standard	11.97	71.80	64.63	Standard	12.93	77.55	5.75	8%	
Up to 7 metres in length	Weekly	69.83	Standard	13.97	83.80	75.42	Standard	15.08	90.50	6.70	8%	
Up to 8 metres in length	Weekly	81.21	Standard	16.24	97.45	87.71	Standard	17.54	105.25	7.80	8%	
Up to 9 metres in length	Weekly	90.46	Standard	18.09	108.55	97.71	Standard	19.54	117.25	8.70	8%	
Up to 10 metres in length	Weekly	99.79	Standard	19.96	119.75	107.79	Standard	21.56	129.35	9.60	8%	
Up to 5 metres in length	Summer	365.96	Standard	73.19	439.15	395.25	Standard	79.05	474.30	35.15	8%	
Up to 6 metres in length	Summer	439.17	Standard	87.83	527.00	474.29	Standard	94.86	569.15	42.15	8%	
Up to 7 metres in length	Summer	512.33	Standard	102.47	614.80	553.33	Standard	110.67	664.00	49.20	8%	
Up to 8 metres in length	Summer	585.54	Standard	117.11	702.65	632.38	Standard	126.48	758.85	56.20	8%	
Up to 9 metres in length	Summer	658.75	Standard	131.75	790.50	711.46	Standard	142.29	853.75	63.25	8%	
Up to 10 metres in length	Summer	732.00	Standard	146.40	878.40	790.54	Standard	158.11	948.65	70.25	8%	
Up to 5 metres in length	Winter	266.21	Standard	53.24	319.45	287.50	Standard	57.50	345.00	25.55	8%	
Up to 6 metres in length	Winter	319.38	Standard	63.88	383.26	344.92	Standard	68.98	413.90	30.64	8%	
Up to 7 metres in length	Winter	372.63	Standard	74.53	447.16	402.46	Standard	80.49	482.95	35.79	8%	
Up to 8 metres in length	Winter	425.83	Standard	85.17	511.00	459.92	Standard	91.98	551.90	40.90	8%	
Up to 9 metres in length	Winter	479.17	Standard	95.83	575.00	517.50	Standard	103.50	621.00	46.00	8%	
Up to 10 metres in length	Winter	532.46	Standard	106.49	638.95	575.04	Standard	115.01	690.05	51.10	8%	
2 - Vessels actively engaged in a commercial undertaking.												
If registered:- per gross registered tonne (see comment 3)		0.42	Zero Rated	0.00	0.42	0.45	Zero Rated	0.00	0.45	0.03	7%	
If not registered then:		0.00		0.00	0.00							
Up to 5 metres in length	Per visit up to 24 hours	6.07	Zero Rated	0.00	6.07	6.56	Zero Rated	0.00	6.56	0.49	8%	
Up to 10 metres in length	Per visit up to 24 hours	12.02	Zero Rated	0.00	12.02	12.98	Zero Rated	0.00	12.98	0.96	8%	
Up to 15 metres in length	Per visit up to 24 hours	18.09	Zero Rated	0.00	18.09	19.54	Zero Rated	0.00	19.54	1.45	8%	
Up to 20 metres in length	Per visit up to 24 hours	23.99	Zero Rated	0.00	23.99	25.91	Zero Rated	0.00	25.91	1.92	8%	
Up to 25 metres in length	Per visit up to 24 hours	30.11	Zero Rated	0.00	30.11	32.52	Zero Rated	0.00	32.52	2.41	8%	
Up to 30 metres in length	Per visit up to 24 hours	36.51	Zero Rated	0.00	36.51	39.43	Zero Rated	0.00	39.43	2.92	8%	
Over 30 metres in length - charge per metre	Per visit up to 24 hours	1.32	Zero Rated	0.00	1.32	1.43	Zero Rated	0.00	1.43	0.11	8%	
Up to 5 metres in length	Weekly	29.54	Zero Rated	0.00	29.54	31.90	Zero Rated	0.00	31.90	2.36	8%	
Up to 10 metres in length	Weekly	59.30	Zero Rated	0.00	59.30	64.04	Zero Rated	0.00	64.04	4.74	8%	
Up to 15 metres in length	Weekly	88.67	Zero Rated	0.00	88.67	95.76	Zero Rated	0.00	95.76	7.09	8%	
Up to 20 metres in length	Weekly	119.01	Zero Rated	0.00	119.01	128.53	Zero Rated	0.00	128.53	9.52	8%	
Up to 25 metres in length	Weekly	148.71	Zero Rated	0.00	148.71	160.61	Zero Rated	0.00	160.61	11.90	8%	
Up to 30 metres in length	Weekly	178.53	Zero Rated	0.00	178.53	192.81	Zero Rated	0.00	192.81	14.28	8%	

		2020/21				2021/22				Increase		Notes/Comments
Description	Other	Net £	VAT Rate	VAT £	Gross £	Net £	VAT Rate	VAT £	Gross £	£	%	
3 - All vessels operating a scheduled ferry or pleasure service per gross registered tonne.		0.1162	Zero Rated	0.00	0.1162	0.1255	Zero Rated	0.00	0.1255	0.01	8%	Ferry Charges rounded to 4 decimal places
Unmanned Pier		0.1162	Zero Rated	0.00	0.1162	0.1255	Zero Rated	0.00	0.1255	0.01	8%	Ferry Charges rounded to 4 decimal places
Laying up of ferry at a non ferry/commercial berth		0.3700	Zero Rated	0.00	0.37	0.3700	Zero Rated	0.00	0.40	0.03	8%	
4 - Vessels regularly engaged in commercial fishing and paying appropriate fish landing dues to Council.		0.00		0.00	0.00							
Up to 10 metres in length	Per visit up to 24 hours	2.74	Zero Rated	0.00	2.74	2.96	Zero Rated	0.00	2.96	0.22	8%	
Up to 15 metres in length	Per visit up to 24 hours	4.06	Zero Rated	0.00	4.06	4.38	Zero Rated	0.00	4.38	0.32	8%	
Up to 20 metres in length	Per visit up to 24 hours	5.44	Zero Rated	0.00	5.44	5.88	Zero Rated	0.00	5.88	0.44	8%	
Up to 25 metres in length	Per visit up to 24 hours	6.81	Zero Rated	0.00	6.81	7.35	Zero Rated	0.00	7.35	0.54	8%	
Up to 30 metres in length	Per visit up to 24 hours	8.13	Zero Rated	0.00	8.13	8.78	Zero Rated	0.00	8.78	0.65	8%	
Over 30 metres in length - charge per metre		0.42	Zero Rated	0.00	0.42	0.45	Zero Rated	0.00	0.45	0.03	7%	
Up to 10 metres in length	Weekly	13.91	Zero Rated	0.00	13.91	15.02	Zero Rated	0.00	15.02	1.11	8%	
Up to 15 metres in length	Weekly	20.95	Zero Rated	0.00	20.95	22.63	Zero Rated	0.00	22.63	1.68	8%	
Up to 20 metres in length	Weekly	27.87	Zero Rated	0.00	27.87	30.10	Zero Rated	0.00	30.10	2.23	8%	
Up to 25 metres in length	Weekly	34.92	Zero Rated	0.00	34.92	37.71	Zero Rated	0.00	37.71	2.79	8%	
Up to 30 metres in length	Weekly	41.61	Zero Rated	0.00	41.61	44.94	Zero Rated	0.00	44.94	3.33	8%	
Up to 10 metres in length	Annual charge	362.30	Zero Rated	0.00	362.30	391.30	Zero Rated	0.00	391.30	29.00	8%	
Up to 15 metres in length	Annual charge	543.50	Zero Rated	0.00	543.50	587.00	Zero Rated	0.00	587.00	43.50	8%	
Up to 20 metres in length	Annual charge	722.70	Zero Rated	0.00	722.70	780.50	Zero Rated	0.00	780.50	57.80	8%	
Up to 25 metres in length	Annual charge	907.90	Zero Rated	0.00	907.90	980.55	Zero Rated	0.00	980.55	72.65	8%	
Up to 30 metres in length	Annual charge	1,082.85	Zero Rated	0.00	1,082.85	1,169.50	Zero Rated	0.00	1,169.50	86.65	8%	

In relation to the foregoing charges, the Executive Director - Development and Infrastructure, where she considers it to be in the commercial interests of the Council and after consultation with the relevant Policy Lead and the Head of Strategic Finance, is authorised to negotiate and agree variations of the foregoing charges for individual users or classes of users of the facilities in respect of their respective use of the facilities and the charges as varied shall be applied to such use as the Executive Director - Development and Infrastructure shall deem appropriate. In addition, the Executive Director -Development and Infrastructure is authorised, after consultation with the relevant Policy Lead and the Head of Strategic Finance, to put in place a suitable booking procedures for harbour and airport facilities and to take into account, inter alia, the level of bookings made by individual users or classes of users when agreeing variations of the foregoing charges with individual users or classes of users.

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ARGYLL AND BUTE COUNCIL

ARGYLL AND BUTE HARBOUR BOARD

ROADS AND INFRASTRUCTURE
SERVICES3 DECEMBER 2020

PIERS & HARBOURS –
CRAIGNURE PIER

1.0 EXECUTIVE SUMMARY

- 1.1 In early 2019, the Council published a Scottish Transport Appraisal Guidance (STAG) study assessing options for the future development of Craignure ferry terminal – it included:
- **Interim measures** to bridge between the existing facility and the new facility with a view to accommodating the planned deployment of larger vessels
 - **Long-term options** for the replacement of the current ferry terminal
- 1.2 Mott MacDonald was commissioned by the Council in October of last year to produce an interim-options Outline Business Case (OBC). Work on the report is now nearing completion. The consultant Turner and Townsend was recently commissioned by the Council to progress the long-term OBC – anticipated to be complete before the spring of next year.
- 1.3 Three options are considered in the Interim OBC. It is worth noting that selection of Options 0 or 1 would mean that, until a new facility is constructed, it will not be possible to provide a commutable service to the mainland from Mull - unless, of course, Calmac makes changes to its fleet. Alternatively, selection of Option 2 would result in the expenditure of circa £12.64m (2020 cash price) on a pier which is almost 60-years old. In addition, the pier extension option will only solve the seaward issues with the ferry terminal and will, in all likelihood, exacerbate the landside issues with the deployment of larger vessels.
- 1.4 Presently, four layout options are under consideration in the long-term OBC – details are provided in the appendix to this report.
- 1.5 It is recommended that Members grant approval of the outcomes of both the interim and long term Outline Business Cases to be circulated as part of the public consultation.

ARGYLL AND BUTE COUNCIL

ARGYLL AND BUTE HARBOUR BOARD

ROADS AND INFRASTRUCTURE
SERVICES

3 DECEMBER 2020

PIERS & HARBOURs -
CRAIGNURE PIER

2.0 INTRODUCTION

- 2.1 This report provides an update on work carried out to date on Outline Business Cases (OBCs) to determine the future of Craignure Pier.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members grant approval of the outcomes of both the interim and long term Outline Business Cases to be circulated as part of the public consultation.

4.0 BACKGROUND

- 4.1 In early 2019, the Council published a Scottish Transport Appraisal Guidance (STAG) study assessing options for the future development of Craignure ferry terminal – it included:
- **Interim measures** to bridge between the existing facility and the new facility with a view to accommodating the planned deployment of larger vessels
 - **Long-term options** for the replacement of the current ferry terminal
- 4.2 Mott MacDonald was commissioned by the Council in October of last year to produce an interim-options Outline Business Case (OBC). Work on the report is now nearing completion.
- 4.3 The consultant Turner and Townsend was recently commissioned by the Council to progress the long-term OBC – anticipated to be complete before the spring of next year.
- 4.4 Work on the OBCs has been progressed in close partnership with Transport Scotland, CMAL and Calmac. Funding for works identified through the OBCs will be by direct grant funding from Transport Scotland or by prudential borrowing; related costs to be met from income generated from Piers & Harbours fees and charges.

5.0 DETAIL

5.1 Interim - Outline Business Case

5.1.1 The interim options considered in the OBC are as listed below:

- **Interim Option 0, Do Nothing:** This is effectively continuation of the status quo. There would be no works beyond day-to-day maintenance of the pier and linkspan. This would include changing of consumables such as oil in the linkspan, minor repairs to fendering, etc but no capital works beyond this
- **Interim Option 1, Do Minimum:** This consists of the minimum works to address identified issues and facilitate the operation of the service pending delivery of a long-term solution, but excluding a pier extension to accommodate larger vessels. This option comprises demolition of the old terminal building on the pier for improved crew gangway access and mooring arrangements; repair north berth fendering; linkspan refurbishment; concrete repairs to pier; installation of two new bollards to improve mooring arrangements; replacement of current Passenger Access System; extension to vehicle marshalling area and local traffic calming measures on A849.
- **Interim Option 2, Pier Extension:** As well as the items listed in Option 1, this option would include a pier extension and replacement of fenders on the north berth.

5.1.2 It is worth noting that selection of Options 0 or 1 would mean that, until a new facility is constructed, it will not be possible to provide a commutable service to the mainland from Mull - unless, of course, Calmac makes changes to its fleet. Alternatively, selection of Option 2 would result in the expenditure of circa £12.64m (2020 cash price) on a pier which is almost 60-years old. In addition, the pier extension option will only solve the seaward issues with the ferry terminal and will, in all likelihood, exacerbate the landside issues with the deployment of larger vessels. It should also be noted that, if appropriate planning for a long-term solution commences immediately, the interim measures will only cover a comparatively short period.

5.1.3 As a related piece of work, to inform the OBC, Mott MacDonald was asked to carry out a diving survey on the north berth fenders at Craignure. Thereafter, a structural analysis of the north berth fendering was carried out, to compare actual vessel berthing loads against permissible loads for the structure. The survey indicated that individual timbers forming the fender grillage were generally considered to be in fair to good condition. However, a number of necessary repairs were identified and this work will be issued for tender purposes in the coming weeks.

5.2 Long Term - Outline Business Case

5.2.1 Presently, four options are under consideration – see the attached Appendix for layout plans:-

- Rebuild to the south in very close proximity to the existing – as per the STAG report (Option A).
- Rebuild to the south – but with a new layout differing from the STAG suggestion (Option B).
- Rebuild adjacent to the existing marshalling area i.e. to the north with a new layout differing from the STAG suggestion (Option C).
- Rebuild to the north – as per STAG report (Option D).

6.0 CONCLUSION

6.1 Work is progressing on both ‘Interim’ and ‘Long-term’ OBCs. It is recommended that engagement with communities now takes place to discuss the options identified in the Interim OBC and to take forward the four options identified in the Long-term OBC.

7.0 IMPLICATIONS

7.1	Policy	None directly arising from this report.
7.2	Financial	Unless grant funding is available directly from Transport Scotland, increases in fees and charges will be required to ensure that future income is sufficient to develop the Council’s marine assets at Craignure.
7.3	Legal	Considered to be none directly arising from this report.
7.4	HR	None
7.5	Fairer Scotland Duty	
7.5.1	Equalities protected characteristics	None directly arising from this report
7.5.2	Socio-economic Duty	None directly arising from this report
7.5.3	Islands	See risk below

- | | | |
|-----|-------------------|---|
| 7.6 | Risk | Completed works will reduce requirement to repair and maintain existing infrastructure. |
| 7.7 | Customer Services | Overall improvement in travel experience and quality of journeys. |

Appendix – Optional long-term layouts for Craignure Pier replacement.

Executive Director with responsibility for Roads and Infrastructure:

Kirsty Flanagan

Policy Lead: Cllr Rory Colville

17 November 2020

For further information contact:

Stewart Clark, Marine Operations Manager Tel: 01546 604893

Jim Smith: Head of Roads & Infrastructure Services Tel: 01546 604324

APPENDIX

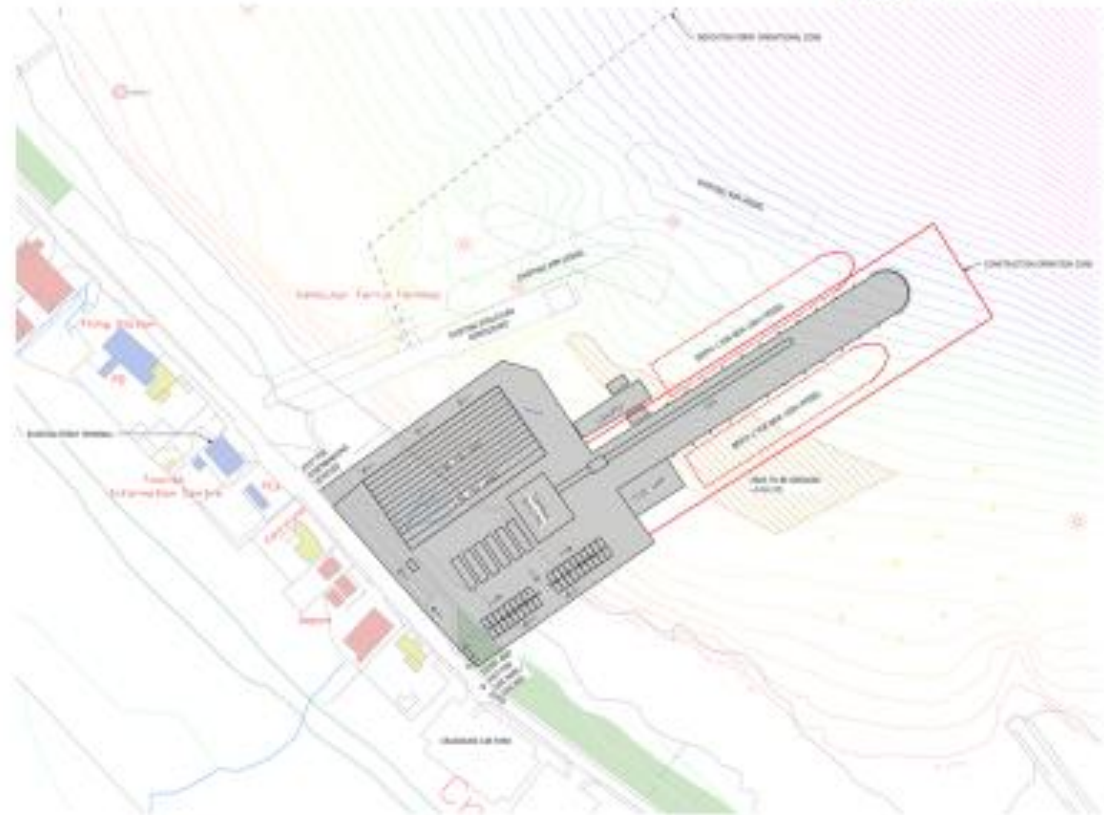
LONG-TERM OPTION LAYOUTS

OPTION B – REBUILD TO SOUTH

- Rebuild to south of existing pier
- Sufficient distance away from existing to avoid impact on service during construction. Adjusted pier alignment.
- Re-orientate marshalling area to increase efficiency and to reduce ribbon effect
- Estimated Cost circa £68 million inc. 44% optimism bias (preliminary estimate)

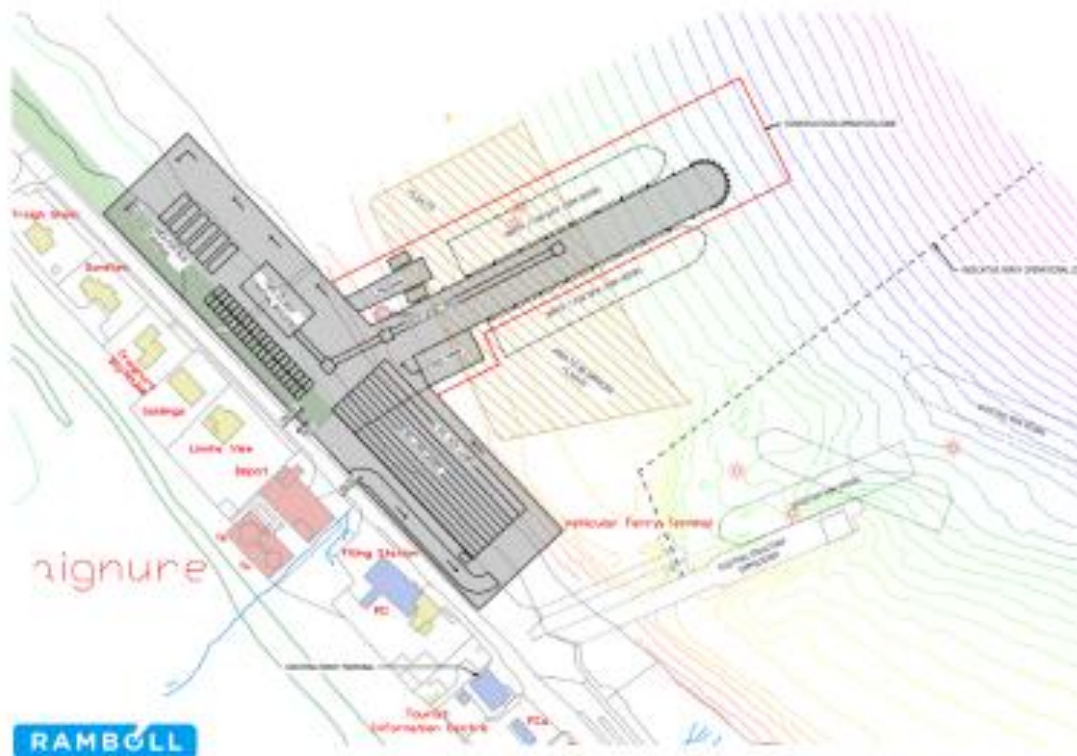
RAMBOLL

Development
of Option 2A
from STAG



OPTION C – REBUILD TO NORTH REUSE EXISTING MARSHALLING AREA

New Option



- Build new pier and new terminal building to north of existing marshalling area.
- Widen marshalling area.
- Reverse marshalling area
- Demolish Existing Pier
- Estimated Cost circa £59 million inc. 44% optimism bias (preliminary circa estimate)

OPTION D – REBUILD TO NORTH

Development of Option 3A from STAG

- Rebuild to north of existing pier
- As far south as possible with sufficient distance away from existing to avoid impact on service during construction
- Pier parallel with existing
- Re-orientate marshalling area to increase efficiency and to reduce ribbon effect
- Estimated Cost circa £68 million inc. 44% optimism bias (preliminary estimate)

