

**EXTRACT OF MINUTE OF BUTE AND COWAL AREA COMMITTEE HELD ON 2
AUGUST 2016**

11. NOTICE OF MOTION UNDER STANDING ORDER 13

The Motion which was before the Area Committee for consideration was withdrawn in accordance with Standing Order 10.6. by the proposer Councillor Gordon Blair, with the agreement of the Seconder, Councillor Michael Breslin, and the Committee.

An amended motion relating to this matter was considered by the Area Committee:

Motion

The Bute and Cowal Area Committee notes the Scottish Government's recent announcement on the tender for the Dunoon-Gourock ferry service. The Area Committee recognises the economic benefits which can be realised from a safe, reliable passenger/vehicle ferry service operating between the two town centres. The Area Committee further notes that this provides an opportunity for Argyll and Bute Harbour Board to review the current harbour charges and is delighted that the Harbour Board already had this in hand.

The Area Committee recognises that harbour charges are a significant operational cost to any prospective operator on the Dunoon/Gourock route and that those costs should not be underestimated.

This motion supports the Chair of the Harbour Board and the review which is now underway.

In light of the agreed economic regeneration strategies for Argyll and Bute and the importance of connectivity to the Cowal peninsula, the Area Committee:

1. Requests that the Council considers, at the special meeting proposed for 18th August, whether the options listed at paragraph 3, which will provide prospective operators on the route a number of options in relation to harbour facilities and reaffirm the Council's commitment to a town centre vehicle/passenger service and economic growth, be included in the review ongoing at present;
2. Agrees to reaffirm the principles set down and as advised to the MVA Consultancy's feasibility study commissioned by Transport Scotland in 2012 which notes that the Council will set future pier/harbour charges at a level which will cover operating and staffing costs, inspection, maintenance and whole life asset management costs, and any prudential borrowing costs

required to fund shoreside infrastructure associated with the future vehicle/passenger ferry service;

3. Considers the following options as part of this overall approach:

- Option 1 – a review of the charges with the Council maintaining its current role;
- Option 2 – lease the breakwater and link span to any future operator for the period of the duration of the notified contract period or any further and/or extended contract period and indicate the likely cost for this;
- Option 3 – sell the breakwater and link span to any future operator and indicate the likely cost for this;
- Option 4 – a user agreement that is cost efficient and that works well for the people of Cowal, for the duration of the notified contract period or any further and/or extended ferry service contract, and which, so far as is legally competent, supports the provision of a town centre to town centre vehicle/passenger ferry service.

Proposer: Councillor Gordon Blair

Seconder: Councillor Michael Breslin

Decision

The Committee unanimously agreed the content of the amended motion and resolved accordingly.

(Ref: Notice of Motion by Councillor Gordon Blair and seconded by Councillor Michael Breslin, dated 2 August 2016, submitted)