

**MARINE ASSET MANAGEMENT PLAN – UPDATE ON PROGRESS**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 This report provides Members with an update on ongoing schemes currently being addressed within the Council's Marine Asset Management Plan.
- 1.2 Council officers meet regularly with representatives from Transport Scotland, Calmac and CMal to discuss future plans for the Council's marine assets; the most strategic of these meetings being the Argyll Ferries Infrastructure Group (AFIG).
- 1.3 A report was presented to the Harbour Board in September 2017 which explained how officers prioritise works programmed within the Marine Asset Management Plan.
- 1.4 This report provides an update on schemes which were previously reported as being 'particularly worthy of note.' Updates are provided for the following schemes:-
- Craignure Pier
  - Port Askaig Pier
  - Fionnphort / Iona Ferry Slips
  - Gigha and Tayinloan Ferry Slips
  - Lismore Point / Port Appin
  - Rothesay Harbour
  - Campbeltown Old Quay
- 1.5 Members are asked to note this report.

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**2.0 INTRODUCTION**

- 2.1 This report provides Members with an update on ongoing schemes currently being addressed within the Council's Marine Asset Management Plan.

**3.0 RECOMMENDATIONS**

- 3.1 Members are asked to note this report.

**4.0 BACKGROUND**

- 4.0 A report was presented to the Harbour Board in September 2017 which explained how officers prioritise works programmed within the Marine Asset Management Plan. It was explained that Council officers meet regularly with representatives from Transport Scotland, Calmac and CMal to discuss future plans for the Council's marine assets; the most strategic of these meetings being the Argyll Ferries Infrastructure Group (AFIG). The AFIG meets on a quarterly basis to discuss Transport Scotland's ferries plan and implications for the Council's marine infrastructure.
- 4.1 As previously mentioned in the September 2017 report, Transport Scotland and Calmac have identified their priorities as follows:-
- 4.1.1 Mull / Craignure Pier – Ability to berth larger vessels.
  - 4.1.2 Islay – Options to be considered to increase service capacity.
  - 4.1.3 Iona and Fionnphort – Provision of breakwater and overnight berth respectively.
  - 4.1.4 Gigha – Overnight berth and provision of power for Hybrid vessel.
- 4.2 The September 2017 report listed a number of schemes as 'worthy of particular note.' This report provides the latest update on these schemes.

## 5.0 DETAIL

5.1 The asset management plan, which was discussed in some detail at the last Harbour Board Meeting in September 2017, indicates the likely works to be carried out, from year-to-year, over the next 10 years across the entire marine infrastructure; it also provides indicative budgets. Currently the overall costs for planned works is in excess of £50 million – this includes an estimated figure for potential works at Craignure Pier on Mull.

5.2 The schemes listed below were identified in the September report as being particularly worthy of note - an update on progress is provided as follows:-

- **Craignure Pier** – We have now received draft copies of Arch Henderson’s survey report into the condition of Craignure Pier and AECOM’s feasibility study, which considers the feasibility of opening up the ‘south berth’ at the pier for over-night use by the Isle of Mull ferry.

Following their survey of the structure, Arch Henderson’s report concludes with the following statement:-

*‘The main pier structure is in reasonable condition considering the age of the structure. It is effectively reaching the end of its design life. At present damage is generally superficial.....As the structure continues to age, the extent of damage will spread. The timescale for the deterioration cannot be accurately predicted, however as the cracking and spalling extend, the rate of damage will increase. The main repair option is to break out all the affected concrete, remove the corrosion from the reinforcement, provide additional reinforcement to replace any lost reinforcement as necessary and replace the concrete.....our experience would suggest that this type of repair has a life expectancy of 7 to 10 years before the corrosion, cracking and spalling returns.....At present, the condition of the pier does not affect its operational use. A more cost effective solution would be to consider operating the existing pier for as long as possible without major repairs whilst building a new pier off-line to replace the existing in the medium term.’*

On receiving the Arch Henderson report, AECOM has, in turn, ‘rounded off’ their own feasibility report which considered improvements to the southern berth at Craignure. The recommendation in the AECOM report reads as follows:-

*‘Following review of all the findings and discussion with the client, the investment may provide the requirement of the additional berthing. However, the pier structure has reached the end of its design life and any further work to the pier would require the understanding of the risks. The investment for the additional berth may escalate significantly when considering the need to provide resilience for the service, the age of the existing infrastructure, the parameters of operation and consideration for future development. The existing facility was designed for a smaller ship and during peak period traffic can constrain the A849 main access road. This is the main road that serves the island of Mull and the disruption caused needs to be understood. The introduction of RET has also changed travel patterns with more users taking their cars, this would have an impact on traffic and marshalling. We would*

*recommend that a STAG appraisal should be undertaken. This will identify the needs of the port and the wider community and allow the investment into the pier be considered as part of the investment into the future development of the port and not as a standalone piece of work which through future development may possibly be abandoned.'*

The Arch Henderson report and findings were discussed at a meeting of the Argyll Ferries Infrastructure Group (AFIG) on 17<sup>th</sup> November. As mentioned in previous reports, representatives from the Council, Transport Scotland, Calmac and CMAL meet regularly to form AFIG and discuss Transport Scotland's ferries plan and implications for the Council's marine infrastructure. The group was in general agreement that a STAG study and report should be produced to consider the future of Craignure Pier; a consultancy brief has now been produced and is awaiting issue for tender purposes.

- **Port Askaig Pier** – The consultant Arch Henderson has been employed by the Council to consider the feasibility of extending the pier at Port Askaig to facilitate berthing of new 105m vessels. A new User Group has been formed at Port Askaig in order to facilitate discussions with users on realistic options for increasing the length of the berth. Calmac has also been involved in discussions. Arch Henderson's draft report has just recently been received and a meeting has been arranged for later this month to discuss the content in detail – thereafter, further consultation with the User Group will take place.
- **Fionnphort / Iona Ferry Slips** – The consultant Byrne Looby is continuing with their feasibility study. A recent engagement meeting took place on 5<sup>th</sup> December 2017 with the South West Mull and Iona Development Group to provide the group with an update on progress and discuss options based on local knowledge. A further tender for ground investigation works is due to be issued shortly. Byrne Looby will also be progressing with their modelling exercise shortly to consider best engineering solutions. Once further information is available, towards the spring of next year, an 'open day' will be arranged in order to consult with the community.
- **Gigha and Tayinloan Ferry Slips** – Design work, to consider the provision of an overnight berth at Gigha and extension to the aligning structure at Tayinloan, will be carried out using Council in-house resources. In the meantime, a likely timescale for the provision of a hybrid vessel on this route has been requested from Transport Scotland.
- **Lismore Point / Port Appin** – Work has commenced at Port Appin with further work on the pier at Point on Lismore programmed to take place on completion of the Port Appin works. Some future disruption to the ferry service is anticipated and the community council has been notified of this possibility.
- **Rothesay Harbour – settlement** - The consultant, AECOM, has been employed to investigate settlement issues at Rothesay. New monitoring equipment has just recently been installed at the pier to measure movement more closely. Construction drawings for the wave screen, referred to in the September 2017 report, are now complete and tender documentation is expected to be issued early next year. The contractor will require full access to the ferry berthing face during the works. To cause minimal disruption to ferry services, work at the ferry berth will

only be permitted overnight. However, some disruption to ferry services will be inevitable. Council officers and Calmac representatives are working closely to ensure any disruption is minimised. Following installation of the wave screen, which will reduce the risk of further settlement, further works will be required in order to stabilise the infill material within the masonry pier; AECOM are currently investigating potential design solutions to address this problem.

- **Rothesay Harbour – security fence** - In addition to the above planned works, Calmac has raised health and safety and, of late, security concerns over the fact that the public has unrestricted access to the overnight ferry berth at Rothesay. The problem is two-fold - fishing hooks caught in berthing ropes have caused injury to crewmen whilst handling mooring lines and, secondly, members of the public have gained illegal access to the vessel overnight. In order to address these problems, it is proposed to erect a new security fence to restrict access to the overnight berth used by Calmac.
- **Rothesay Harbour – NAABSA Berth** – Our Designated Person has pointed out that the NAABSA (not always afloat but safely aground) berth at Rothesay should be surveyed regularly and managed accordingly to ensure it is free of any underwater hazards which could be detrimental to vessels settling on the seabed. Costs for regular underwater surveys are likely to be significant and these costs, in turn, will have to be passed on to users of the berth. This issue will be raised at a forthcoming Users Group meeting at Rothesay for discussion.
- **Campbeltown Old Quay** – Arch Henderson has completed their survey of the Old Quay at Campbeltown Harbour and their report is awaited. Once the principal inspection report has been made available (see 5.4 below), any design work required to address issues highlighted by the survey will be carried out by our in-house design team.

5.3 As mentioned previously, costs identified in the asset management plan for individual schemes may increase as further information becomes available.

5.4 ‘Principal’ inspections have been arranged at a number of the Council’s main facilities; the results of these inspections is awaited from our consultant ‘Arch Henderson’ in their report.

## 6.0 CONCLUSION

6.1 This report provides Members with an update on a number of marine-related projects which are all at various phases – from early feasibility stage to on-site construction stage.

## **7.0 IMPLICATIONS**

<b>7.1 Policy</b>	None directly arising from this report.
<b>7.2 Financial</b>	Proposed additional increase in fees and charges will ensure that future income is sufficient to maintain and develop the Council's marine assets this financial year. Further fee increases will be required to fund prudential borrowing in future years.
<b>7.3 Legal</b>	Considered to be none directly arising from this report.
<b>7.4 HR</b>	None
<b>7.5 Equalities</b>	None
<b>7.6 Risk</b>	Completed works will reduce requirement to repair and maintain existing infrastructure.
<b>7.7 Customer Services</b>	Overall improvement in travel experience and quality of journeys.

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