

MARINE ASSET MANAGEMENT PLAN

1.0 EXECUTIVE SUMMARY

- 1.1 This report provides Members with an update on significant and major programmes currently being addressed within Argyll & Bute Council's Marine Asset Management Plan.
- 1.2 Capital works for the financial year 2022 / 2023 are valued at £15.5 million, plus any underspend from schemes from this current financial year e.g. Rothesay Harbour.
- 1.3 Specifically this report provides an update on the following ongoing projects:
- Craignure Long Term plan for a new terminal and marshalling area.
 - Rothesay Harbour
 - Pontoons in the inner harbour area
 - Piling and grouting works
 - Iona & Fionnphort breakwaters and overnight berthing facility
- 1.4 The report also provides a summary of additional significant schemes added since the last report in March 2021 or included in the longer term Asset Management Plan.

RECOMMENDATIONS:

Members of the Argyll and Bute Harbour Board are asked to:

- a) Consider the update on significant and major programmes currently being addressed within Argyll & Bute Council's Marine Asset Management Plan.
- b) Note that £15.5 million worth of capital works are programmed for the financial year 2022/2023 plus any slippage brought forward from 2021/2022.

MARINE ASSET MANAGEMENT PLAN

2.0 INTRODUCTION

2.1 This report provides Members with an update on significant and major programmes currently being addressed within Argyll & Bute Council's Marine Asset Management Plan.

3.0 RECOMMENDATIONS

3.1 Members of the Argyll and Bute Harbour Board are asked to:

- a) Consider the update on significant and major programmes currently being addressed within Argyll & Bute Council's Marine Asset Management Plan.
- b) Note that £15.5 million worth of capital works are programmed for the financial year 2022/2023 plus any slippage brought forward from 2021/2022.

4.0 DETAIL

4.1 Argyll & Bute Council continue close liaison with Transport Scotland, CMAL and CFL (CalMac) to ensure lifeline services and priorities are established in the Asset Management Plan and resources are targeted accordingly. The work carried out to support ferry traffic is generally financed through fees and charges which are used to service loans charges for capital borrowing.

4.2 Detail is provided below on some of the significant schemes listed in the Asset Management Plan to provide Members with an indication of progress, in particular:

- Craignure Long Term plan for a new terminal and marshalling area.
- Rothesay Harbour
 - pontoons in the inner harbour area
 - Piling and grouting works

- Iona & Fionnphort breakwaters and overnight berthing facility

4.3 The programme of works for the 2022 / 2023 financial year are valued at £15.5 million, plus any underspend from the current financial year which include:

- Craignure Long Term plan, due to extended consultation
- Rothesay Harbour
 - Pontoons, due to unexpected ground conditions
 - Piling and grouting, due to tender issues and risk uncertainties

4.4 Argyll & Bute Council's Asset Management Plan covers a 10 year period on a rolling year by year basis and includes new or recent projects still in a design stage or without committed funding which include:

- Dunoon & Kilcreggan infrastructure and terminal upgrades to improve resilience and redundancy for the CFL ferry service to / from Gourock.
- Port Askaig new marshalling area to facilitate increased capacity of CFL ferry services to the port.
- Craignure Passenger Access System (PAS) renewal which replaces the existing PAS due to life expiry of the current equipment.

4.5 **Craignure Long Term Plan for a new terminal and marshalling area**

Following a positive meeting with the Craignure Marine Infrastructure Liaison Group (CMILG) in November two preferred option drawings have now been shared with Transport Scotland, CMAL and CFL for review and comment. These stakeholders will revert back with comments before a further meeting is held with all parties. Next phase works which include detailed design, Financial Business Case, Ground Investigations (GI) and tender compilation is estimated in the region of £2.5 million.

4.6 **Rothesay Harbour: Pontoons in the inner harbour**

During works by TMS Marine Ltd unexpected ground conditions caused a delay in the deployment of the piles on site. Argyll & Bute Council undertook a ground investigation (GI) survey to assist with planning a solution to the issues including the possibility of rock socketing the piles. Ground investigations are concluded and a results report was received in November 2021. A risk reduction meeting with the main contractor TMS on the 30th September highlighted timescales for GI results, rock socket designs, procurement and potential returning to site in spring 2022. Funding options are being explored for the extra costs while the original works are valued in the region of £400K.

4.7 **Rothesay Harbour: Piling and grouting works**

Following a review of design and construction methods by AECOM, re-tendering for these phase two works was issued in September 2021. A selection process is

currently underway with work planned to commence in spring 2022. The works are valued at £4.1 million.

4.8 Iona & Fionnphort breakwaters and overnight berthing facility

Environmental Impact Assessment (EIA) was expected in October 2021 but has been delayed by lack of response by Marine Scotland and an unexpected discovery of (protected) sea grass within the proposed breakwaters location.

Infrastructure Design are continuing designs and detailed drawings with works anticipated to commence 2022 subject to planning and Marine Scotland approval. Possible in scope vessel design information with electrical charging and crew access requirements has been sought from CMAL to aid in the design process. Visualisations have been produced to aid the further consultations with the public. Infrastructure Design are now incorporating a solid berthing facility at Fionnphort in the design options. Initial construction and associated works are currently valued at c. £5 million for each location.

4.9 Dunoon & Kilcreggan infrastructure upgrade

Argyll and Bute Council Marine Services (A&BC) has commissioned Mott MacDonald Ltd. (in partnership with Stantec UK Ltd.) to support the preparation of an Outline Business Case (OBC) for the redevelopment of the passenger only service infrastructure at Dunoon and Kilcreggan Ferry Terminals.

The Dunoon and Kilcreggan OBC is one of three work streams under the overarching 'Gourock, Dunoon, Kilcreggan Infrastructure and Vessel Project'. The project is being completed in line with Transport Scotland's Business Case methodology and has now reached the stage of public and wider stakeholder consultation on the emerging preferred options for both Dunoon and Kilcreggan.

Funding options will be explored when the plan's costs can be narrowed to a single confirmed preferred option for each location but may be expected to be in the region of £7 million for Dunoon and between £6 million to £10 million for Kilcreggan.

4.10 Port Askaig marshalling area

To accommodate the latest vessel design and deployment being proposed by Transport Scotland and CMAL for this route our internal engineering design team, Infrastructure Design, are progressing outline designs, program and costs for additional marshalling facilities to accommodate the increased capacity and therefore vehicle numbers, particularly freight traffic associated with spirit production.

Officers continue to liaise with CFL and CMAL to coordinate projects with planned works at Port Ellen and vessel capacity. The value of the works may be in the region of £2 million.

4.11 Craignure Passenger Access System (PAS)

The existing Passenger Access System (PAS) at Craignure was out of service in February 2021 due to safety concerns and while the necessary risk assessments and modifications were completed. CMAL has been clear that the PAS is now close to the end of its operational lifespan and that the modifications are merely a stay regarding decommissioning. Royal Haskoning has been engaged by Argyll & Bute Council to develop tender documentation and design specs for a compliant replacement PAS at the existing terminal location. This is at an early stage with CFL to date providing an extensive list of potential in scope vessels. These vessels include short, long term and contingency options with the aim of maximising options as to the potential future use of the PAS when the Long-Term Option for Craignure has been completed. The works are estimated to be in the region of £2.5 million with funding option to be explored.

5.0 CONCLUSION

5.1 This report provides Members with an update on various marine infrastructure projects from the Argyll & Bute Council's Marine Asset Management Plan, some future projects in development and a value for the works planned in the coming financial year.

6.0 IMPLICATIONS

6.1 Policy - None directly arising from this report

6.2 Financial - The increases to fees and charges proposed at the December Harbour Board will ensure that future income is sufficient to maintain and develop Argyll & Bute Council marine assets for the coming year. Further increases or alternative funding routes will be required to sustain the proposed projects in future years.

6.3 Legal - Considered to be none directly arising from this report

6.4 HR - None

6.5 Fairer Scotland Duty:

6.5.1 Equalities - protected characteristics - None directly arising from this report

6.5.2 Socio-economic Duty - None directly arising from this report

6.5.3 Islands - See 'Risk' below

6.6 Climate Change - due regard will be given to climate change with a view to minimising any climate change impact and these will be considered as and when they arise.

6.7 Risk - Completed works will reduce repair and maintenance requirements

6.8 Customer Service - Overall improvement to travel reliability, experience and quality of journeys

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