

## MARINE ASSET MANAGEMENT PLAN UPDATE

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### 1.0 EXECUTIVE SUMMARY

- 1.1 This report provides Members with a further update on significant and major programmes currently being addressed within Argyll and Bute Council's Marine Asset Management Plan and follows from the update provided in March 2022.
- 1.2 Capital works for the financial year 2022 / 2023 are currently valued at £15.5 million, plus works continuing this year from last year's programme.
- 1.3 Specifically, this report provides a further 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; and
    - Piling and grouting works
  - Iona & Fionnphort breakwaters and overnight berthing facility.
- 1.4 The report also provides a summary of additional significant schemes included in the longer-term Asset Management Plan.

### RECOMMENDATIONS:

Members of the Harbour Board are asked to:-

- a) Consider this update on significant and major programmes currently being addressed within Argyll and 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 works continuing this year from 2021 / 2022.

**MARINE ASSET MANAGEMENT PLAN**

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**2.0 INTRODUCTION**

2.1 This report provides Members with an update on significant and major programmes currently being addressed within Argyll and Bute Council's Marine Asset Management Plan and follows from the update provided in March 2022.

**3.0 RECOMMENDATIONS**

3.1 Members of the Harbour Board are asked to:-

- a) Consider this update on significant and major programmes currently being addressed within Argyll and 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 works continuing this year from 2021 / 2022.

**4.0 DETAIL**

4.1 Argyll and Bute Council's Marine Infrastructure Asset Management Plan includes projects across the entire Council region. Many involve upgrades to Council infrastructure required for planned CFL / CalMac (CalMac) ferry service improvements and we continue to have close liaison with Transport Scotland, CMAL and CFL (CalMac) to ensure lifeline services are prioritised 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 An update 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:

- Craginure Long Term plan for a new terminal and marshalling area;
- Rothesay Harbour
  - pontoons in the inner harbour area; and

- Piling and grouting works
- Iona & Fionnphort breakwaters and overnight berthing facility.

4.3 The programme for the 2022 / 2023 financial year includes works continued from the previous year. The reasons for the delays are summarised below:-

- Craignure Long Term plan, due to extended consultation and adapted options closer to the existing infrastructure.
- Rothesay Harbour
  - pontoons, due to unexpected ground conditions which led to new plans being developed for the piling part of the works.
  - Piling and grouting, due to tender issues and risk uncertainties.
- Iona & Fionnphort breakwaters and overnight berthing, due to licencing and Environmental Impact Assessment issues.

4.4 Argyll and 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 and 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. This work is included in the Levelling Up Fund (LUF) bid recently submitted to the UK Government.
- 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**

Argyll and Bute Council have worked closely with Craignure Marine Infrastructure Liaison Group (CMILG) on two preferred option drawings which have now been shared with Transport Scotland, CMAL and CFL for review and comment. These stakeholders have now reported back with comments, and we are now intending to hold a further meeting with all parties to agree a single preferred option \ location. 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. A further meeting of the CMILG will take place at the earliest convenience to ensure that stakeholders are updated on progress and to provide an opportunity for stakeholders to input to the project's development.

#### 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 and 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. The works are now well progressed with piles and pontoons in place and commissioning taking place imminently.

#### **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 without success. A further review is currently underway to determine the best way forward to ensure the works can take place safely and efficiently with minimal disruption to the CFL / CalMac ferry service. These works are currently valued at £4.1 million.

#### **4.8 Iona & Fionnphort breakwaters and overnight berthing facility**

Environmental Impact Assessment (EIA) was expected in October 2021 but was delayed initially by lack of response by Marine Scotland and an unexpected discovery of (protected) sea grass within the proposed breakwater's location. We expect to continue the programme with mitigations in place and work is continuing with our consultants and design team to determine what issues remain and what measures are required to resolve them.

Infrastructure Design are continuing designs and detailed drawings for the overnight berthing options at Fionnphort, with works anticipated to commence subject to planning and Marine Scotland approval. Possible in scope vessel design information with electrical charging and crew access requirements from CMAL have aided 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 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.

This consultation was postponed during the election period to allow for Elected Member participation in this important stage. 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, programme and costs for additional marshalling facilities to accommodate the increased capacity and

therefore vehicle numbers, particularly freight traffic associated with spirit production.

Argyll and Bute Council is in preliminary discussions with the land owner's Factors for two possible locations near the port and work is expected to commence this year to be ready for the new vessels in September 2023.

A new Islay Project Coordination Group has been established with Argyll and Bute Council, Transport Scotland, CFL / CalMac and CMAL to coordinate projects with planned works at Port Ellen, vessel requirements and enabling works. The value of the works may be in the region of £2 million and are included in the LUF bid recently submitted to the UK Government.

#### **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 and Bute Council to develop tender documentation and design specs for a compliant replacement PAS at the existing terminal location. CFL / CalMac have provided an extensive list of potential in scope vessels which 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 options to be explored.

## **5.0 CONCLUSION**

5.1 This report provides Members with an update on various marine infrastructure projects from the Argyll and Bute Council's Marine Asset Management Plan, some future projects in development and an estimated value for the works planned for this 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 2021 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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