



Purpose of the department

The fundamental purpose of the Harbours Department is the administration of the oil port of Scapa Flow and Orkney's miscellaneous piers and harbours, including Kirkwall and Stromness. With expert staff including marine pilots, pier masters and administrators spread throughout Orkney, the department co-ordinates the interface between the sea and shore of the maritime community.

As the Competent Harbour Authority, the Council focuses its duties and obligations throughout the Harbours Department. The department promotes maritime trade, safety of shipping and the protection of the marine environment, all of which can be seen in action both within Scapa Flow and the smaller ports; this is vitally important when set against the vast quantities of crude oil and other commodities traded through the Council's harbours. In pursuit of its principal objective i.e. to ensure that Orkney's piers and harbours are operated in a safe and cost effective manner, the Harbours Department has four main functions:

Oil port operation: The provision of vessel traffic services to support ships trading to the Flotta oil terminal, participating in ship to ship transfers, bunkering operations when required and the provision of 'Tier 1 & 2' counter pollution response.

Pilotage: Ensuring safety of navigation within harbour areas, pilot examinations, pilotage directions and regulations, pilotage exemptions certificates, compulsory pilotage and port passage planning and guidance.

General harbours: Regulation of harbour works, regulation of commercial and recreational diving, port control and vessel traffic management, enforcement of the port marine safety code, and the resultant operation of the safety management system and including the port waste management plan.

Marine environmental services: Managing wrecks and salvage within harbour areas, enforcement of the marine environmental policy and the establishment of an environmental management system, emergency preparedness and response (including pollution prevention), and monitoring ballast water discharge within harbour limits.



Performance of the department

The performance of the Harbours Department over the three year period 1st April 2002 – 31st March 2005 has been measured by comparisons against Aids to Navigation availability statistics 2005, the Port Marine Safety Code internal audit 2004, various statutory requirements, and a number of projects and other developments. Progress has also been measured against targets identified in the 2003/04 Annual Performance Report. The results are summarised below.

Aids to Navigation (AtoN) availability statistics 2004

The General Lighthouse Authority (GLA) prescribes the level of service or availability Local Lighthouse Authorities should maintain in respect of the Aids to Navigation they provide. Each AtoN is categorised according to its navigational importance, Category 1 being the highest.

The following tables, for the reporting period 1st January 2005 - 31st December 2005, indicate the level of availability required of Orkney Islands Council's Department of Harbours, and the level actually achieved.

Statutory minimums

	Minimum % availability
	99.8%
	99.0%
	97.0%

AtoN availability – OIC Department of Harbours

				Availability
				99.99%
				99.99%
				100%

These figures demonstrate that the Council's performance is above the internationally agreed standard. This indicates that the Council has in place procedures to quickly ascertain if a light has failed, and is then repaired in the shortest time possible, thus providing the mariner with a high level of service provision.

Port Marine Safety Code internal audit 2004

As prescribed under the Port Marine Safety Code, Orkney Islands Council, as the Competent Harbour Authority, is required to establish a Safety Management System; the system undergoes regular audits, both internal and external.

Following the internal audit carried out during 2004, a total of 26 corrective actions were required. Progress at 31st March 2005 was as follows:

- Improvement actions completed = 7
- Improvement actions partially completed = 12
- Improvement actions outstanding = 7

Pilotage

The table below shows the pilotage statistics from the period 1st April 2004 to 31st March 2005.

					No of times pilot was unavailable given 2 hours notice
					Actual
					0

The pilotage service is occasionally suspended due to adverse weather, which either prevents the pilot getting on or off the vessel, or the navigation of the vessel into or out of the port is considered

dangerous. Although the Council's performance in this area is very much weather related, over which the Council has no influence, the provision of equipment such as larger pilot boats, breakwaters and pier fendering could extend the window of opportunity in relation to pilotage.

Tonnage

The Department for Transport publishes a UK wide analysis of cargo tonnes handled within ports. In 2004 the Oil Port of Scapa Flow recorded 17.9 million tonnes, 3% of UK tonnage, which puts Orkney eleventh overall. This reflects a rise of 3.51 million tonnes, a 19.6% rise in tonnage. This reflects 3% of cargo.

Cruise liner traffic

A year on year rise of cruise liner traffic has been evident in the period 1st April 2004 to 31st March 2005, with passenger numbers visiting Orkney increasing from 22,916 to 30,708, an increase of 34%. This increase is due to a record number of liners calling i.e. 75, and the fact that some of the larger liners had passenger numbers in excess of 2,000.

Figures published by Cruise Europe in January 2006 indicate that yet again Orkney is the most popular destination in Scotland for Cruise liners and the 4th most popular call in the UK.

Projects and other developments

In addition to what has been described above, a number of projects and other developments have been progressed by the Department of Harbours in the period 1st April 2002 – 31st March 2005.

Hatston pier: The main pier and link-span of the new Hatston Pier, built due to the increase in capacity of the northern isles passenger service provided by NorthLink, came into operation in October 2002.

Stromness pier: The pier was substantially upgraded to meet the needs of the expansion of the northern isles passenger service and in particular to cater for the larger vessel operating between Stromness and Scrabster. This project was completed in spring 2003.

Travel Centre, Stromness pier: Works have been completed on upgrading the Stromness Ferry building on Stromness Pier. New toilet, shower and washing facilities have been included in the new works as have an enlarged waiting area including left luggage facilities. The works were completed in 2005.

Tingwall marshalling area: The area adjacent to the Tingwall jetty was upgraded providing additional parking space and hard standing to accommodate the increase use of that pier by local fishing boats. This project was completed in May 2002.

The waiting rooms and booking offices at Tingwall have undergone improvement works, including purpose built showers and toilets as an integral part of these. The works were completed in 2005.

Port authority building: The port authority building at Scapa was upgraded to comply with new security arrangements and was completed in spring 2003.

Navigation lights and marks: A navigation light was established on the Island of Thieves Holm in the Kirkwall approaches in February 2003. A lit east cardinal mark was positioned to the east of Skargun Shoal in April 2003, in response to the new pier at Hatston and an increase in passenger traffic in that area.

On conclusion of the 2005 review of aids to navigation carried out by the Northern Lighthouse Board (NLB), a transfer of two aids to navigation was agreed.

In a joint agreement between NLB and the Council, a new buoy was established in Clestrian Sound, Scapa Flow. The buoy was purchased by the Council but will be operated and maintained by NLB.

Small boat marinas: Marinas have been established in Kirkwall and Stromness providing over 150 berths for both local and visiting boat owners. Breakwaters were built in both harbour areas to provide shelter for the marinas, and both facilities are equipped with power and water to the berths. The marinas were established and operational for the 2003 sailing season.

Additional berthing pontoon on Westray: An additional berthing pontoon augmenting the existing facility in Pierowall was introduced for the 2003 sailing season and has increased the summer only berthing by over 100%.

Container hub: Work continues on securing developers for a container hub situated on the Golta Peninsula in Scapa Flow. Engineers Mott MacDonald Ltd have been commissioned to provide initial drawings for the site utilising the natural deep water the port offers to its best advantage.

Scapa Pier: This pier situated in the north of Scapa Flow was widened and resurfaced, to provide additional berthing in deeper water for the harbour tugs operated by Orkney Towing and the Council's pilot craft. A drying out slip, to enable small boats to dry out between tides and carry out minor repair and maintenance works to the wetted surface, was also carried out in 2005.

Pole Star pier: Due to the withdrawal of the Northern Lighthouse Board from the lighthouse depot Stromness, the Council purchased the Pole Star pier and associated buildings making up the depot. The pier was officially handed over to the Council in 2003 and discussions are still ongoing regarding the use of the facility.

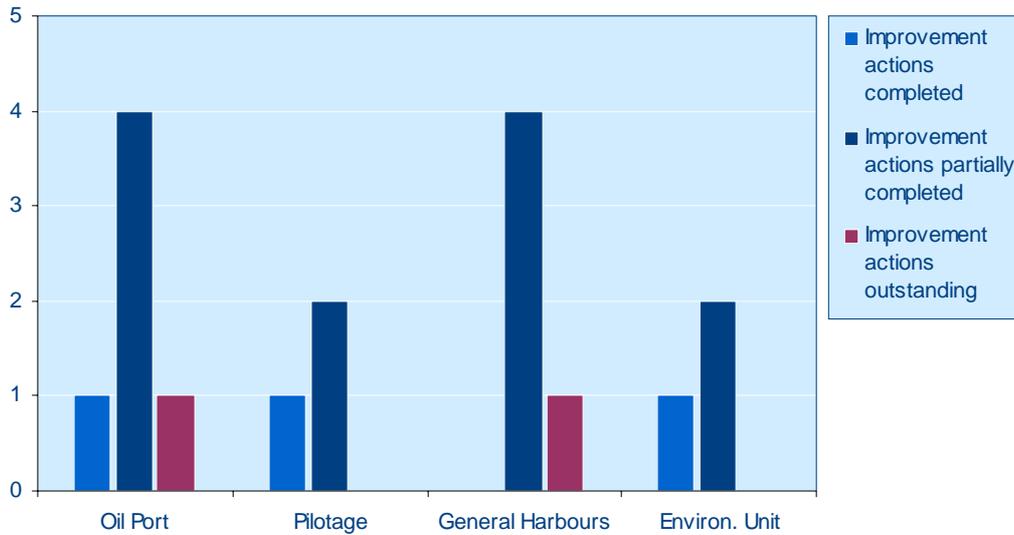
New fuel tanks: A number of minor piers and harbours have benefited from the addition of bunded fuel tanks providing marine diesel fuel mainly to commercial fishing boats. The initiative is ongoing with plans to increase the number of tanks in 2006.

Harbours website: www.orkneyharbours.com was launched in March 2005 and provides harbour users and stakeholders with real time information on the harbours environment along with navigational guidance, up to date warnings and detailed plans of Port infrastructure.

Progress on key actions for completion by 31st March 2005 as identified in the 2003/04 APR

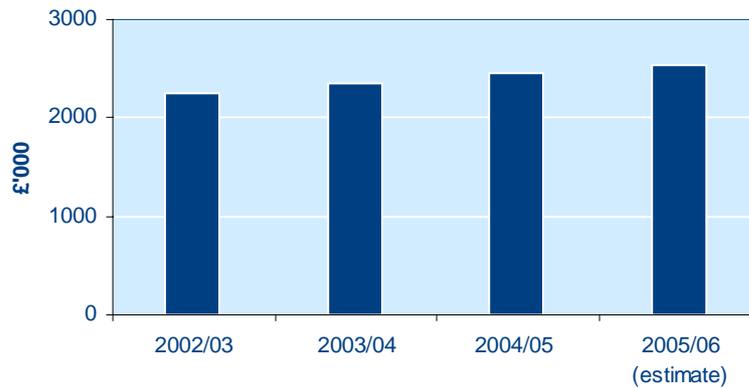
The Council's first Annual Performance Report, published in January 2005, identified a total of 17 key actions for completion by 31st March 2005. Progress at 31st March 2005 was as follows:

Progress on key actions for completion by 31st March 2005



Departmental finance

Total Expenditure for the Harbours Department



The expenditure detailed above relates to both the operation of the Oil Port of Scapa Flow, including Orkney Towage and the Miscellaneous Piers. This expenditure is funded by income generated in the ports.

Key actions identified in the Corporate Strategic Plan 2005-2008

The Council's **Corporate Strategic Plan 2005-2008** identified a total of 2 key actions for which the Department of Harbours will be responsible for completing over the life of the plan:

		Timescale
		2005/06
		2005/08

Progress on these key actions will be reported in future Annual Performance Reports