

Minute

Development and Infrastructure Committee

Tuesday, 15 February 2022, 09:30.

Microsoft Teams.



Present

Councillors Graham L Sinclair, Andrew Drever, Norman R Craigie, Robin W Crichton, David Dawson, J Harvey Johnston, Rachael A King, W Leslie Manson, James W Stockan, Duncan A Tullock and Heather N Woodbridge.

Clerk

- Angela Kingston, Committees Officer.

In Attendance

- Gareth Waterson, Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.
- Hayley Green, Interim Executive Director of Environmental, Property and IT Services (for Items 1 to 19).
- Roddy Mackay, Head of Planning, Development and Regulatory Services.
- Lorna Richardson, Interim Head of Roads, Fleet and Waste (for Items 1 to 13).
- Shonagh Merriman, Interim Corporate Finance Senior Manager.
- Sheila Tulloch, Solicitor.
- Stuart Allison, Economic Development Manager.
- Laura Cromarty, Transportation Manager (for Items 1 to 21).
- Kane Davidson, Airfields Manager (for Items 1 to 13).
- Jamie Macvie, Planning Manager (Development Management) (for Items 1 to 9).
- Susan Shearer, Planning Manager (Development and Marine Planning) (for Items 1 to 9).
- Kenneth Roy, Roads Support Manager (for Items 1 to 6).
- Jackie Thomson, Development and Regeneration Manager (for Items 1 to 19).
- James Green, Senior Policy Planner (Development and Marine Planning) (for Items 1 to 8).
- Jordan Low, Economic Development Officer (for Items 20 to 23).
- Morag Robertson, Economic Development Officer (for Items 1 to 21).

Observing

- Kenneth MacPherson, Interim Head of IT and Facilities (for Items 1 to 19).
- John Wrigley, Roads and Environmental Services Manager (for Items 1 to 8).
- Kirsty Groundwater, Communications Team Leader (for Items 1 to 19 and 21).

Declarations of Interest

- Councillor Rachael A King – Items 16 and 18.
- Councillor Heather N Woodbridge – Item 17.

Chair

- Councillor Graham L Sinclair.

1. Urgent Item

In terms of Standing Order 13.3, the Committee:

Noted that the Chair had permitted discussion of the following urgent item:

- Application Number 0/5/2/2081.

2. Disclosure of Exempt Information

The Committee noted the proposal that the public be excluded from the meeting for consideration of Items 20 to 22, together with Appendix 1 of Item 17 and Annex B of Item 18, as the business to be discussed involved the potential disclosure of exempt information of the classes described in the relevant paragraphs of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

3. Revenue Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Interim Corporate Finance Senior Manager, the Committee:

Noted:

3.1. The revenue financial summary statement in respect of service areas for which the Development and Infrastructure Committee was responsible, for the period 1 April to 31 December 2021, attached as Annex 1 to the report by the Head of Finance, which indicated a budget overspend position of £547,100.

3.2. The revenue financial detail by service area statement in respect of service areas for which the Development and Infrastructure Committee was responsible, for the period 1 April to 31 December 2021, attached as Annex 2 to the report by the Head of Finance.

The Committee scrutinised:

3.3. The explanations given and actions proposed in respect of significant budget variances, as outlined in the Budget Action Plan, attached as Annex 3 to the report by the Head of Finance, and obtained assurance that action was being taken with regard to significant budget variances.

Councillor Stephen Sankey joined the meeting during discussion of this item.

4. Road Asset Replacement Programme and Roads Revenue Maintenance Programme

Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Interim Corporate Finance Senior Manager, the Committee:

Noted:

4.1. The summary position of expenditure incurred, as at 31 December 2021, against the Road Asset Replacement Programme and the Roads Revenue Maintenance Programme for 2021/22, as detailed in section 4.1 of the report by the Head of Finance.

The Committee scrutinised:

4.2. The detailed analysis of expenditure figures and programme updates, attached as Appendices 1 and 2 to the report by the Head of Finance, and obtained assurance with regard to significant budget variances and progress being made with delivery of the approved Road Asset Replacement Programme and the Roads Revenue Maintenance Programme.

5. Road Asset Replacement Programme and Roads Revenue Maintenance Programme

After consideration of a report by the Interim Executive Director of Environmental, Property and IT Services, copies of which had been circulated, and after hearing a report from the Interim Head of Roads, Fleet and Waste, the Committee:

Noted:

5.1. That, on 5 May 2021, the Council approved the Road Asset Replacement Programme for 2021/22, together with indicative programmes for 2022/23 and 2023/24.

5.2. That, on 2 March 2021, the Council approved a contribution of £2.1 million to the Repairs and Renewals Fund, to be used to improve the Council's network asset with 50% or £1.050 million allocated in each of the financial years 2021/22 and 2022/23, with a programme of works subsequently approved on 5 May 2021.

5.3. That a multi-year approach to the replacement of road assets allowed for greater flexibility to vary the timing of individual projects where constraints and/or pressures emerged.

5.4. That, in order to improve the governance and accountability surrounding use of the Cycling, Walking and Safer Routes capital grant, all works were reported as part of the Road Asset Replacement Programme for monitoring purposes.

5.5. The proposed Road Asset Replacement Programme for 2022/23, together with indicative programmes for 2023/24 and 2024/25, attached as Appendix 1 to the report by the Interim Executive Director of Environmental, Property and IT Services.

5.6. The proposed Roads Revenue Maintenance Programme for 2022/23, attached as Appendix 2 to the report by the Interim Executive Director of Environmental, Property and IT Services.

5.7. That, although approval was sought for a multi-year programme in respect of Road Asset Replacement, the Interim Executive Director of Environmental, Property and IT Services would continue to submit reports, on an annual basis, presenting updated programmes for subsequent years.

The Committee resolved to **recommend to the Council:**

5.8. That the Road Asset Replacement Programme for 2022/23, together with indicative programmes for 2023/24 and 2024/25, attached as Appendix 1 to this Minute, be approved.

5.9. That the Roads Revenue Maintenance Programme for 2022/23, attached as Appendix 2 to this Minute, be approved.

5.10. That powers be delegated to the Interim Executive Director of Environmental, Property and IT Services, in consultation with the Head of Finance, to adjust the Road Asset Replacement Programme and Roads Revenue Maintenance Programmes referred to at paragraphs 5.8 and 5.9 above, as variations arose and in order to maximise use of budget allocations.

6. Proposed Stopping-Up of Section of Scapa Crescent, Kirkwall

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Planning Manager (Development Management), the Committee:

Noted:

6.1. That, on 10 November 2020, when considering stopping up part of Scapa Crescent, Kirkwall, in order to facilitate redevelopment of Garden House, the Development and Infrastructure Committee recommended:

- That powers be delegated to the Executive Director of Development and Infrastructure to publish, serve and display the Stopping-Up Order.
- That, should no unresolved representations or objections be received, powers be delegated to the Executive Director of Development and Infrastructure to confirm the Stopping-Up Order in respect of a section of road at Scapa Crescent, Kirkwall.
- That, should unresolved representations or objections be received during the publication period, the Executive Director of Development and Infrastructure should submit a report, to a meeting of the Committee in early 2021, detailing the comments received for further consideration, prior to the proposed Stopping-Up Order in respect of a section of road at Scapa Crescent, Kirkwall, being submitted to the Scottish Government.

6.2. That, as a result of the Order being published, served and displayed, as required by The Town and Country Planning (Scotland) Act 1997, as amended, unresolved objections, attached as Appendix 2 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, were received.

The Committee resolved to **recommend to the Council**:

6.3. That, as unresolved objections had been received, the proposed Stopping-Up Order in respect of a section of road at Scapa Crescent, Kirkwall, be submitted to the Scottish Government, to allow Scottish Ministers to determine whether to confirm the Order.

Signed: Graham L Sinclair.

7. Planning Enforcement Charter

Due to the Chair, Councillor Graham L Sinclair, experiencing internet connectivity issues and not being present throughout this item, Councillor Andrew Drever, Vice Chair, took the Chair for this item.

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from the Planning Manager (Development Management), the Committee:

Noted:

7.1. That, in terms of section 158A of the Town and Country Planning (Scotland) Act 1997, as amended, the Planning Authority was required to prepare and publish an Enforcement Charter which must be kept under review.

7.2. That the existing Enforcement Charter, approved by Council in December 2019, was still current with respect to legislation and only minor changes were proposed regarding the provision of updates to complainants and the content of preliminary enforcement investigations, as detailed in section 5 of the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

The Committee resolved to **recommend to the Council**:

7.3. That the Enforcement Charter, attached as Appendix 3 to this Minute, be approved.

Signed: A Drever.

8. National Planning Framework 4

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Planning Manager (Development and Marine Planning) the Committee:

Noted:

8.1. That, on 10 November 2021, the Scottish Government issued a consultation on the draft National Planning Framework 4, with a closing date of 31 March 2022.

8.2. That the Council contributed to two rounds of pre-engagement on the National Planning Framework, namely the Call for Ideas from February to May 2020 and the consultation on the National Planning Framework 4 Position Statement from November 2020 to February 2021.

8.3. That, in April 2021, the Council submitted Orkney's Indicative Regional Spatial Strategy to the Scottish Government, to inform the drafting of National Planning Framework 4.

8.4. That the Harbour Authority, as a Statutory Harbour Authority, would be submitting a response to the consultation on the draft National Planning Framework 4, as a developer and operator, after due consideration by the Harbour Authority Sub-committee.

8.5. The Council's draft response to the consultation on the draft National Planning Framework 4, attached as Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

On the motion of Councillor Graham L Sinclair, seconded by Councillor Andrew Drever, the Committee resolved to **recommend to the Council:**

8.6. That powers be delegated to the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, in consultation with the Chair and Vice Chair of the Development and Infrastructure Committee, to amend the Council's draft response to the consultation by the Scottish Government in respect of the draft National Planning Framework 4, referred to at paragraph 8.5 above, in light of comments raised by members.

8.7. That the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should submit the amended response, referred to at paragraph 8.6 above, to the Scottish Government, on behalf of the Council, by the deadline of 31 March 2022.

9. Review and Performance of Planning Service

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Head of Planning, Development and Regulatory Services, the Committee:

Noted:

9.1. That, in Spring 2020, following feedback received from stakeholders regarding aspects associated with planning services, the Interim Chief Executive commissioned an independent review of the Planning Service, which was undertaken by Jim Birrell, an independent and specialist planning consultant.

9.2. That, on 8 September 2020, when considering the outcome of the independent review undertaken by Mr Birrell, the Development and Infrastructure Committee noted that a Management Improvement Action Plan, attached as Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, had been developed to respond to the recommendations of Mr Birrell's report.

9.3. That the Development and Infrastructure Committee subsequently recommended:

- That the report commissioned in respect of the independent review of the Planning Service, be endorsed.
- That the Executive Director of Development and Infrastructure should provide regular updates, through the Planning and Regulatory Services Consultative Group, on delivery of the Management Improvement Action Plan, referred to at paragraph 9.2 above.

9.4. That the Head of Planning, Development and Regulatory Services had provided regular updates, through the Planning and Regulatory Services Consultative Group, on delivery of the Management Improvement Action Plan, referred to at paragraph 9.2 above.

9.5. That, in terms of the 22 improvement actions detailed in the Management Improvement Action Plan, 11 had been completed, nine were substantially complete and expected to be fully completed by 30 June 2022, and work on the remaining two actions was still to be commenced.

9.6. That all planning authorities in Scotland were required to submit an annual Planning Performance Framework (PPF) to the Scottish Government, setting out how they had performed over the previous financial year.

9.7. That, in November 2020, the Scottish Minister for Public Finance, Planning and Community Wealth provided feedback on the tenth PPF submitted by the Council in the Performance Markers Report for 2019/20, attached as Appendix 2 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

9.8. That, in terms of the “traffic light” scoring system used in the Performance Markers Report, referred to at paragraph 9.7 above, the Planning Service had been awarded a green rating in 11 of the performance markers and an amber rating in the remaining two.

The Committee scrutinised:

9.9. Progress made in respect of the outstanding improvement actions detailed in the Management Improvement Action Plan, attached as Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, and obtained assurance that action had been taken or agreed where necessary.

The Committee thereafter noted:

9.10. That, as assurance had been obtained that action had been taken or agreed, where necessary, in respect of the improvement actions detailed in the Management Improvement Action Plan arising from the independent review of the Planning Service, undertaken by Jim Birrell, no further progress updates required to be reported to the Planning and Regulatory Services Consultative Group.

10. Proposed New Airfield Terminal Buildings

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Airfields Manager, the Committee:

Noted:

10.1. That new airfield terminal buildings with integral garages meeting Civil Aviation Authority (CAA) requirements had been provided at North Ronaldsay and Sanday, with new garages provided at Westray, Stronsay, Papa Westray and Eday.

10.2. That the remaining terminal buildings at Westray, Stronsay, Papa Westray and Eday were 30 plus years old and were no longer fit for purpose.

10.3. That the North Isles Airfield Strategy, approved by Council in July 2019, included a requirement for new terminal buildings at Westray, Stronsay, Papa Westray and Eday, at an estimated total cost of £760,000.

10.4. The Stage 1 Capital Project Appraisal, based on the North Isles Airfield Strategy approved by Council in July 2019, in respect of proposed new terminal buildings at Westray, Stronsay, Papa Westray and Eday, attached as Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

10.5. That, should the project be approved for progression, the Stage 2 Capital Project Appraisal would provide a fully developed appraisal, including updated capital costings for the four terminal buildings and any additional revenue budget requirements.

10.6. That the Council had already provided a commitment to the Civil Aviation Authority to upgrade the airfields as part of a continuous improvement programme in accordance with the airfield operating licence.

The Committee resolved to **recommend to the Council:**

10.7. That, as an exception to the Capital Project Appraisal process, in order to ensure the safe and resilient operation of the airfield infrastructure, the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should submit, to the Policy and Resources Committee, a Stage 2 Capital Project Appraisal in respect of proposed new terminal buildings at Westray, Stronsay, Papa Westray and Eday.

11. Inter-Island Air Services

Proposed Winter 2022/23 Timetable

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Transportation Manager, the Committee:

Noted:

11.1. That the inter-island air services timetable for winter 2022/23 was scheduled to operate from 30 October 2022 to 18 February 2023.

11.2. That the draft timetable in respect of air services to be operated by Loganair Limited during winter 2022/23 was presented to the Air Services Consultative Forum for consideration on 12 January 2022, with main comments and representations from transport representatives outlined in section 4 of the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

11.3. That the proposed timetable, attached at Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, was consistent with that operated during winter 2021/22.

11.4. That, in advance of the Council's budget setting process for 2022/23 being concluded, any decision on the proposed timetable in respect of inter-island air services would be subject to an adequate service revenue budget being established.

The Committee resolved, in terms of delegated powers:

11.5. That, subject to an adequate service revenue budget for 2022/23 being established, the timetable in respect of inter-island air services, to be operated by Loganair Limited during winter 2022/23, attached as Appendix 4 to this Minute, be approved.

12. Inter-Island Ferry Services

Proposed Winter 2022/23 Timetables

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Transportation Manager, the Committee:

Noted:

12.1. That the inter-island ferry services timetables for winter 2022/23 were scheduled to operate from 26 September 2022 to 6 May 2023.

12.2. That draft timetables in respect of ferry services to be operated by Orkney Ferries Limited during winter 2022/23 were presented to the Ferry Services Consultative Forum for consideration on 12 January 2022.

12.3. That, given the continued uncertainty regarding COVID-19 restrictions and staff staying overnight on board the Outer North Isles vessels where they could not socially distance, the Ferry Services Consultative Forum requested that the Outer North Isles winter 2022/23 timetable be deferred meantime.

12.4. That, on 27 January 2022, the proposed timetables, together with feedback from the Ferry Services Consultative Forum, were considered by the Board of Orkney Ferries Limited and recommended to the Council for implementation, including the proposed deferral of the Outer North Isles winter 2022/23 timetable meantime.

12.5. That the proposed timetables, attached as Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, which did not include timetables for the Outer North Isles, remained consistent with those operated in previous years.

12.6. That, in advance of the Council's budget setting process for 2022/23 being concluded, any decision on the proposed Orkney Ferries' timetables for winter 2022/23 would be subject to an adequate service revenue budget being established.

The Committee resolved, in terms of delegated powers:

12.7. That, subject to an adequate service revenue budget for 2022/23 being established, the timetables, to be operated by Orkney Ferries Limited during winter 2022/23, attached as Appendix 5 to this Minute, be approved.

12.8. That, following consultation with communities during summer 2022, powers be delegated to the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, in consultation with the Ferry Services Manager, to determine the winter 2022/23 timetable for the Outer North Isles.

13. Review of Orkney Inter-Island Ferry Fare Structure

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Transportation Manager, the Committee:

Noted:

13.1. That, as part of the annual financial settlement from Scottish Government for 2021/22, a service specific grant of £7.855 million was allocated to cover the existing deficit gap to operate services, to provide Sunday winter services across the Inner and South Isles and to implement a revised fare structure across inter-island ferry services for the year ahead.

13.2. That, on 18 May 2021, when considering a revised fare structure for inter-island ferry services operated by Orkney Ferries Limited, the Development and Infrastructure Committee recommended:

- That a 38% reduction on the existing adult and vehicle fare structure, with a further 25% discount for elderly and disabled passengers, be approved as the new fare structure for inter-island ferry services, to be implemented by Orkney Ferries Limited during June 2021.
- That the sale of multi books of tickets by Orkney Ferries Limited should cease from June 2021, with the exception of the books of 50 tickets, the sale of which should be extended until 31 March 2022.
- That, from June 2021, the discount on the books of 50 tickets should reduce from 50% to 45%.
- That the expiry date for books of 50 tickets sold from June 2021 be reduced from 500 days to 365 days, with the exception of any extensions defined by COVID-19 measures.
- That existing books of 50 tickets should be accepted until the point of expiry, or until extension dates defined by COVID-19 measures.
- That continuation of availability of books of 50 tickets beyond 31 March 2022 be reviewed, by February 2022, following consultation with isles Community Councils and island communities using those services.
- That the concessionary rate applied to passengers be amended from 60 years and above to 65 years and above, increased in increments over a period of five years from 60 to 65, to bring the concession into line with the Local Concessionary Travel Scheme operated by the Council.

- That the Executive Director of Development and Infrastructure should undertake a review of the revised passenger and vehicle fares for inter-island ferry services, post COVID-19 and, once fully established, consider the impact on residents, visitors and businesses, and thereafter submit a report, to the Development and Infrastructure Committee, detailing the findings of the review.
- That, following implementation of the new fare structure in respect of passengers and vehicles for inter-island ferry services, the Executive Director of Development and Infrastructure should undertake a review of the commercial tariff and thereafter submit a report, to the Development and Infrastructure Committee, detailing the findings of that review.

13.3. That, on 31 May 2021, the Council resolved to approve the recommendations of the Development and Infrastructure Committee detailed above, with the exception of the discount on the books of 50 tickets, which should remain at 50%.

13.4. That, during September 2021, an online survey was carried out to obtain views from residents and key users in respect of the revised fare structure for inter-island ferry services operated by Orkney Ferries Limited, with the outcome attached as Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

13.5. That, in advance of the Council's budget setting process for 2022/23 being concluded, any decision to continue the sale of books of 50 tickets for passengers and vehicles under 5.5 metres would be subject to an adequate service revenue budget being established.

13.6. That, following the wider Scottish Government review of fares, a review of the commercial tariff structure, for vehicles over 5.5 metres, would be undertaken, with the findings presented to Committee in due course.

13.7. That, in order to effectively monitor carryings and examine trends in travel behaviour, the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services would arrange for passenger, vehicle and commercial carryings for the inter-island ferry services to be included in the Council's annual performance report in relation to services provided by Orkney Ferries Limited.

On the motion of Councillor Heather N Woodbridge, seconded by Councillor David Dawson, the Committee resolved to **recommend to the Council:**

13.8. That, subject to an adequate service revenue budget for 2022/23 being established, the sale of books of 50 tickets for passengers and vehicles under 5.5 metres, at an estimated cost of £70,000, should be continued during 2022/23.

13.9. That the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should undertake a review of discounted books of tickets, to determine whether to continue current practice or consider implementation of an alternative discount for islanders, and thereafter submit a report, to the Development and Infrastructure Committee, detailing the findings of that review.

13.10. That the inter-island fare structure and the cost of multi journey books of tickets should be frozen in 2022/23 until the first anniversary of the introduction of reduced fares in June 2022.

13.11. That determination of the level of ferry fares from June 2022 be deferred until the Council had concluded the planned engagement with the Cabinet Secretary for Finance and the Economy on funding for ferry replacement and enhancement to ferry services, which was originally anticipated to have been concluded in January 2022.

13.12. That proposals for any increase in ferry fares from June 2022 to March 2023 be reported to the meeting of the Development and Infrastructure Committee scheduled for 7 June 2022.

13.13. That, for 2023/24 onwards, ferry fares on services operated by Orkney Ferries Limited, be increased annually in line with the fare uprating assumptions applied on Transport Scotland's supported ferry services.

13.14. That, from 2022/23, the banding of the junior passenger fare be extended to cover all passengers under 22 years of age, with the National Entitlement Card (Young Scot card) being a form of acceptable identification for that purpose.

13.15. That all costs associated with extending the banding of the junior passenger fare, estimated at £10,000 per annum, be met from Orkney Ferries' existing budget.

14. Orkney Inter Island Transport Study

Outline Business Case

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Transportation Manager, the Committee:

Noted:

14.1. That, in Autumn 2016, an Orkney Inter Island Transport Study Strategic Business Case was completed, which included capital and revenue options for all 13 islands connected by inter-island air and ferry services, and a timeline for progressing specific elements of the Strategic Business Case to Outline Business Case stage, which would determine a preferred option and the means by which it should be funded, procured and delivered.

14.2. That, at a seminar held on 12 January 2021, Members were provided with an update on the emerging conclusions from the Outer North Isles and Rousay, Egilsay and Wyre Outline Business Cases Phase 2 work and given the opportunity to provide feedback prior to presenting the work to communities.

14.3. That, on 18 May 2021, when considering progress on work carried out as part of the Orkney Inter Island Transport Study Outline Business Case Phase 2 and the proposed consultation process with communities, the Development and Infrastructure Committee recommended:

- That the Executive Director of Development and Infrastructure should undertake a further period of engagement with the relevant communities and key stakeholders in respect of the Outline Business Case Phase 2 and thereafter submit, to the Development and Infrastructure Committee, the final Outline Business Case report detailing the recommended vessel and infrastructure requirements for the Outer North Isles and Rousay, Egilsay and Wyre.

14.4. That, during summer 2021, consultants Stantec undertook a further period of engagement with the relevant communities and key stakeholders in respect of the Outline Business Case Phase 2.

14.5. The objectives and main findings of the Outline Business Cases for the Outer North Isles and Rousay, Egilsay and Wyre, as detailed in sections 4 and 5 respectively of the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

14.6. That, on 27 October 2021, the Outline Business Case Phase 2 reports and possible next steps were presented to the Senior Management Team.

14.7. That, at a seminar held on 17 January 2022, Members considered the findings of the Outline Business Case Phase 2 reports and next steps.

14.8. The Outline Business Case Phase 2 report considering the Outer North Isles network, attached as Appendix 1 of the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

14.9. The Outline Business Case Phase 2 report considering the Rousay, Egilsay and Wyre network, attached as Appendix 2 of the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

14.10. The presentation by officers, attached as Appendix 3 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, presented to the seminar held on 17 January 2022, which recommended further feasibility work relating to Papa Westray connectivity, a fixed link between Egilsay and Rousay and the possible relocation of the Stronsay ferry terminal.

The Committee resolved to **recommend to the Council:**

14.11. That the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should arrange for further feasibility work to be carried out in respect of the following matters:

- Papa Westray connectivity, including links to Westray and onwards to Kirkwall, vessel suitability and infrastructure requirements, considering both Pierowall and Rapness connectivity and vessel implications to North Ronaldsay.
- Relocating the Stronsay ferry terminal to the west side of the island, on environmental, sustainability and operational grounds.
- A fixed link between Egilsay and Rousay on environmental, connectivity and sustainability grounds.

14.12. That, during 2022/23, the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should arrange for an evaluation of hull form and all fuel options to be undertaken and thereafter progress vessel designs to Outline Design Specification stage, at an estimated cost of £95,000, to aid procurement of the Design and Build of the Outer North Isles and Rousay, Egilsay and Wyre vessels, which were in immediate need of replacement.

14.13. That the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should submit the Outline Business Case reports, referred to at paragraphs 14.8 and 14.9 above, to Scottish Government, with the caveat that further feasibility work was required, and that the Council remained open to having continued engagement with Transport Scotland and the Scottish Futures Trust regarding the capital funding required as part of Orkney's Inter Island Ferry Replacement Programme.

14.14. That a post of Ferries Replacement Project Officer, estimated at G12, be established, initially for a period of 23 months, to co-ordinate the land side infrastructure and vessel requirements for the Outer North Isles and the Rousay, Egilsay and Wyre networks, followed by the remaining Inner and South Isles network as a rolling programme, and, in tandem, consider innovative transport solutions as the market continued to develop.

14.15. That all costs associated with the post of Ferries Replacement Project Officer, estimated at £59,300 per annum, be met from the Transportation Infrastructure Fund.

14.16. That engagement should continue with the Scottish Government on securing appropriate funding for the Orkney Inter Island Ferry Replacement Programme.

14.17. That submission of an application to the United Kingdom Government's Levelling Up Fund in respect of ferry transport be endorsed.

15. Strategic Tourism Infrastructure Development Plan

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Development and Regeneration Manager, the Committee:

Noted:

15.1. That, in April 2021, the Council applied to VisitScotland's pilot Strategic Tourism Infrastructure Development Fund for support to develop a Strategic Tourism Infrastructure Development Plan for Orkney and was awarded the maximum grant of £35,000.

15.2. That the draft Strategic Tourism Infrastructure Development Plan, attached as Appendix 1 to the report by the Interim Executive of Finance, Regulatory, Marine and Transportation Services, was developed in collaboration with key stakeholders from the public, private and third sectors and island communities and, having been required by 14 January 2022, was submitted to VisitScotland on 12 January 2022.

15.3. That the draft Strategic Tourism Infrastructure Development Plan now required to be made available for public consultation, and a revised draft Plan would be submitted to the Committee for consideration in June 2022.

15.4. That the draft Strategic Tourism Infrastructure Development Plan presented a broad strategy for development supported by a prioritised list of essential projects, some of which met the criteria for funding through VisitScotland's Rural Tourism Infrastructure Fund.

15.5. That expressions of interest for project funding through the Rural Tourism Infrastructure Fund were due to be submitted by 24 February 2022.

The Committee resolved to **recommend to the Council:**

15.6. That the draft Strategic Tourism Infrastructure Development Plan, referred to at paragraph 15.2 above, be approved for public consultation.

15.7. That the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should submit a report, to the next meeting of the Committee, detailing the outcome of the consultation exercise, referred to at paragraph 15.6 above, together with a revised draft Strategic Tourism Infrastructure Development Plan for consideration.

15.8. That the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should submit expressions of interest in respect of eligible project development costs associated with the projects as detailed in Appendix 6 to this Minute, to the Rural Tourism Infrastructure Fund, by the deadline of 24 February 2022.

The Committee noted:

15.9. That, due to the time constraints involved, the Chief Executive would be requested to exercise emergency powers to authorise submission of the expressions of interest, referred to at paragraph 15.8 above, prior to approval by Council.

16. Archaeological Investigations

Councillor Rachael A King declared a non-financial interest in this item, in that a family member was employed by an organisation requesting grant funding and was not present during discussion thereof.

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from Morag Robertson, Economic Development Officer, the Committee:

Noted:

16.1. That five applications for financial assistance had been received in respect of archaeological investigation projects to be undertaken during the 2022 season, comprising two mainland-based projects and three island-based projects, with total project costs of £404,722.

16.2. That the five applications requested assistance totalling £76,662, which exceeded the available budget of £40,000 by approximately 91%.

16.3. The proposed offers of grant for the 2022 season, as detailed in Annex A to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

16.4. That, in advance of the Council's budget setting process for 2022/23 being concluded, any decision on the award of grant funding towards archaeological investigations for the 2022 season would be subject to an adequate service revenue budget being established.

Councillor Graham L Sinclair, seconded by Councillor W Leslie Manson, moved that:

(1) A sum of up to £40,000 be allocated within the Economic Development Grants budget in respect of archaeological investigations.

(2) Offers of grant, as detailed in Annex A to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, should be made in respect of archaeological investigations for the 2022 season.

Councillor Stephen Sankey, seconded by Councillor Heather N Woodbridge, moved an amendment that:

(1) A sum of up to £60,000 be allocated within the Economic Development Grants budget in respect of archaeological investigations.

(2) Offers of grant, as detailed in Annex A, should be made, with the additional budget of £20,000 being allocated to all five applicants on a pro-rata basis.

The result of a recorded vote was as follows:

For the Amendment:

Councillors Robin W Crichton, Andrew Drever, J Harvey Johnston, Stephen Sankey and Heather N Woodbridge (5).

For the Motion:

Councillors Norman R Craigie, David Dawson, W Leslie Manson, Graham L Sinclair, James W Stockan and Duncan A Tullock (6).

The Motion was therefore carried.

The Committee thereafter resolved, in terms of delegated powers:

16.5. That, subject to an adequate service revenue budget for 2022/23 being established, a sum of up to £40,000 be allocated within the Economic Development Grants budget in respect of archaeological investigations.

16.6. That, subject to the annual budget for Economic Development Grants for 2022/23 being confirmed, offers of grant, as detailed in Appendix 7 to this Minute, should be made in respect of archaeological investigations for the 2022 season.

17. Development Trust Core Funding

Councillor Heather N Woodbridge declared a non-financial interest in this item, being a director and co-vice chair of North Ronaldsay Development Trust, and was not present during discussion thereof.

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from Morag Robertson, Economic Development Officer, the Committee:

Noted:

17.1. That, on 11 September 2018, the Development and Infrastructure Committee recommended that core funding support of up to £10,000 for each of financial years 2018/19, 2019/20 and 2020/21, be provided to the following development trusts:

- North Ronaldsay Development Trust – up to £5,000.
- Papay Development Trust – up to £5,000.

17.2. The review of core funding and income generating capacity of North Ronaldsay Development Trust and Papay Development Trust, attached as Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

17.3. That North Ronaldsay Development Trust and Papay Development Trust had requested Council assistance to cover ongoing core funding costs until 31 March 2024.

17.4. The options in respect of continued support to the development trusts, as detailed in section 6 of the report by the Interim Executive Director of Finance Regulatory, Marine and Transportation Services, with the preferred option being Option 2, namely to continue to provide financial assistance to North Ronaldsay Development Trust and Papay Development Trust, at increased rates of £7,000 and £6,500 per annum respectively for the next three years.

The Committee resolved to **recommend to the Council:**

17.5. That core funding support of up to £13,500 for each of financial years 2021/22, 2022/23 and 2023/24, be provided to the following development trusts:

- North Ronaldsay Development Trust – up to £7,000.
- Papay Development Trust – up to £6,500.

17.6. That powers be delegated to the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services to determine the actual level of funding to be provided to North Ronaldsay Development Trust and Papay Development Trust for the three financial years, based on:

- An annual review of the relevant Island Development Plan to assess progress towards financial sustainability.
- Receipt of a claim form outlining the relevant core costs.

18. Economic Development Grants

Budget Monitoring Statement and Delegated Approvals

Councillor Rachael A King declared a non-financial interest in this item, in that a family member was employed by an organisation which had received economic development grant funding, however, as the specific application was not discussed, she did not leave the meeting.

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Economic Development Manager, the Committee:

Noted:

18.1. That, for financial year 2021/22, the approved budget in respect of Economic Development Grants amounted to £306,300.

18.2. Spending to 31 December 2021 in relation to Economic Development Grants, totalling £185,052, of which £164,595 related to grant commitments made in previous financial years and £20,457 to current year commitments.

18.3. That, as at 31 December 2021, the budget available for approval from the Economic Development Grants budget amounted to £137,588, as detailed in Annex A to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

18.4. Grant approvals made in the period 1 April to 31 December 2021, totalling £168,712, including grants approved under delegated schemes for the same period totalling £128,712, as detailed in Annex B to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

19. Exclusion of the Public

On the motion of Councillor Graham L Sinclair, seconded by Councillor Andrew Drever, the Committee resolved that the public be excluded for the remainder of the meeting, as the business to be considered involved the disclosure of exempt information of the classes described in Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

20. Harbour Authority Sub-committee

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraph 9 of Part 1 of Schedule 7A of the Act.

After consideration of the draft Minute of the Meeting of the Harbour Authority Sub-committee held on 25 January 2022, copies of which had been circulated, the Committee:

Resolved:

20.1. On the motion of Councillor Andrew Drever, seconded by Councillor Robin W Crichton, to approve the Minute of the Meeting of the Harbour Authority Sub-committee held on 25 January 2022 as a true record.

The Committee resolved to **recommend to the Council:**

20.2. That the recommendations at paragraphs 6.4, 7.5, 7.6, 9.5, 9.6, 10.3 and 11.5 of the Minute of the Meeting of the Harbour Authority Sub-committee held on 25 January 2022, attached as Appendix 8 to this Minute, be approved.

21. Community Transport Services

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 4 and 6 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, together with an Equality Impact Assessment, copies of which had been circulated, and after hearing a report from the Transportation Manager, the Committee:

Noted:

21.1. That, following advertisement, three applications were submitted for funding from the Community Transport Grant Scheme for 2022/23 from the Island of Hoy Development Trust, Papa Westray Development Trust and Orkney Disability Forum, as detailed in sections 4 and 5 of the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

21.2. That, in advance of the Council's budget setting process being concluded, any decision on the award of grant funding towards community transport services for 2022/23 would be subject to an adequate service revenue budget being established.

The Committee resolved to **recommend to the Council:**

21.3. That, subject to an adequate service revenue budget for 2022/23 being established, the following grants, totalling £72,201, be awarded towards the continued operation of community transport services during 2022/23:

- Island of Hoy Development Trust – £9,873.
- Papa Westray Development Trust – £2,040.
- Orkney Disability Forum – Dial-a-Bus – £60,288.

21.4. That powers be delegated to the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, in consultation with the Solicitor to the Council, to conclude, where required, grant funding agreements, on the Council's standard terms and conditions, in respect of awards made from the Community Transport Grant Scheme.

21.5. That the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should undertake a review of the Community Transport Grant Scheme and submit a report, to the Development and Infrastructure Committee, by the end of the calendar year 2022.

The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.

22. Urgent Item

Application Number 0/5/2/2081

In terms of section 50B(4)(b) of the Local Government (Scotland) Act 1973, the Chair permitted urgent discussion of this item in order that the Council could consider a request for financial assistance.

Under section 50A(4) of the Local Government (Scotland) Act 1973, the public had been excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraphs 4 and 6 of Part 1 of Schedule 7A of the Act.

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from Jordan Low, Economic Development Officer, the Committee:

Resolved, in terms of delegated powers, what action should be taken with regard to application number 0/5/2/2081.

The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.

23. Conclusion of Meeting

At 16:26 the Chair declared the meeting concluded.

Signed: Graham L Sinclair.

Appendix 1.

Road Asset Replacement Programmes

Page 1439 – Programme for 2022/23.

Page 1440 – Programme for 2023/24.

Page 1441 – Programme for 2024/25.

Development and Infrastructure Roads and Environmental Services		Roads Asset Replacement Programme				2022-23			
Asset type	Allocated budget	Location	Budget cost	Cost code	Description	Notes			
Street Furniture (Signs, Bollards and Railings)		Grainshore Road, St. Ola	£5,000.00		Replace existing lit bollards	Replace faded/defective lit bollards			
		West Mainland	£5,000.00		Replace existing signs and railings	Faded/defective signs and broken railings replaced			
		East Mainland	£5,000.00		Replace existing signs and railings	Faded/defective signs and broken railings replaced			
Footways and Kerbing		Scapa Crescent, Kirkwall	£45,000.00		Lay new kerbs and surface	Upgrade kerbing and footway surface, works carried over from 2021/22			
		Grassick Court, Kirkwall	£20,000.00		Lay new kerbs and surface	Upgrade kerbing and footway surface, works carried over from 2021/23			
		Station Square, Holm	£30,000.00		Lay new kerbs and surface	Defective kerbing and footway surface to be upgraded			
Associated Infrastructure	£110,000.00		£110,000.00	C25205001					
Drainage		A966, Evie	£25,000.00		Upgrade existing drainage	Existing drainage systems upgraded.			
		A964, Orphir	£10,000.00		Upgrade existing drainage	Existing drainage systems upgraded.			
Drainage	£35,000.00		£35,000.00	C25207001					
Street lighting system upgrade		Scapa Crescent, Kirkwall	£116,000.00		Replace columns, cabling and control systems	Replace columns over 30yrs old, control/cabling, works carried over from 2021/22			
		Grassick Court, Kirkwall	£8,000.00		Replace columns, cabling and control systems	Replace columns over 30yrs old, control/cabling, works carried over from 2021/22			
		West Greaves Road, Holm	£16,000.00		Replace columns, cabling and control systems	Replace columns over 30yrs old and upgrade control/cabling			
		Station Square, Holm	£20,000.00		Replace columns, cabling and control systems	Replace columns over 30yrs old and upgrade control/cabling			
Column Replacement		Hamnavoe, Stromness	£14,000.00		Replace columns only	Replace columns over 30yrs old			
		Upper Crantit Road, Kirkwall	£15,000.00		Replace columns only	Replace columns over 30yrs old			
		West Greaves Road, Holm	£11,000.00		Replace columns only	Replace columns over 30yrs old			
Street lights	£200,000.00		£200,000.00	C26101001					
Bridges and structures		Retaining Walls, Sea Walls, Coastal Defences	£100,000.00		Various repairs	To be identified			
Bridges and structures	£100,000.00		£100,000.00	C25202001					
Surface Treatments		Castle Street Car Park, Kirkwall	£30,000.00		Inlay Surfacing	Improvement of carriageway surface			
		A965, Finstown	£95,600.00		Inlay Surfacing	Improvement of carriageway surface			
		Laing Street, Kirkwall	£28,000.00		Inlay Surfacing	Improvement of carriageway surface			
		Junction Road (North), Kirkwall	£85,000.00		Inlay Surfacing	Improvement of carriageway surface			
		Sparrowhawk Road, St. Ola	£165,000.00		Inlay Surfacing	Improvement of carriageway surface			
		Seillibister Road, Sanday	£55,000.00		Inlay Surfacing	Improvement of carriageway surface			
		Crownness Crescent	£33,000.00		Inlay Surfacing	Improvement of carriageway surface			
		B9057	£40,000.00		Overlay surfacing	Improvement of carriageway surface			
		Heddle Road, Finstown	£130,000.00		Inlay surface	Improvement of carriageway surface			
		Investigation works for 2023 surfacing projects.	£10,000.00		Test Holes	Investigation			
		Surface treatments	£671,600.00			£671,600.00	C25211001		
		Road Reconstruction			A961, Burray	£50,000.00		Haunch reconstruction and associated drainage works	Carriageway edge strengthening and improvement
A960, St. Ola	£50,000.00			Haunch reconstruction and associated drainage works	Carriageway edge strengthening and improvement				
A965, St. Ola	£100,000.00			Haunch reconstruction and associated drainage works	Carriageway edge strengthening and improvement				
Reconstruction	£200,000.00		£200,000.00	C25213001					
Cycling Walking and Safer Routes		Pickaquoy Loan Cycleway, Kirkwall Accessibility Improvements,	£98,000.00		Install new street lighting Provide drop kerbs and tactile paving	Works carried over for 2021/22 Accessibility improvements to be finalised with Community.			
Cycling Walking and Safer Routes	£98,000.00		£98,000.00	C26235044					
Total	£1,414,600.00		£1,414,600.00						

Development and Infrastructure Roads and Environmental Services		Roads Asset Replacement Programme				2023-24
Asset type	Allocated budget	Location	Budget cost	Cost code	Description	Notes
Street Furniture (Signs, Bollards and Railings)		Various	£15,000.00		Replace existing signs, bollards and railings	Faded/defective signs/bollards replaced. Broken railings replaced
Footways and Kerbing		Inganess Road, Kirkwall Burnside, Kirkwall	£70,000.00 £25,000.00		Lay new kerbs and surface Lay new kerbs and surface	Defective kerbing and footway surface to be upgraded Defective kerbing and footway surface to be upgraded
Associated Infrastructure	£110,000.00		£110,000.00	C25205001		
Drainage		Mainland Various	£50,000.00		Upgrade existing drainage	Existing drainage systems upgraded. To be identified.
Drainage	£50,000.00		£50,000.00	C25207001		
Street lighting system upgrade Column Replacement		Inganess Road, Kirkwall B9050, Deerness Greenfield, St. Andrews Old Finstown Road, Finstown Burnside, Kirkwall Linkshouse Road, Birsay	£97,000.00 £12,000.00 £5,000.00 £3,000.00 £12,000.00 £11,000.00		Replace columns, cabling and control systems Replace columns only Replace columns only Replace columns only Replace columns only Replace columns only	Replace columns over 30yrs old and upgrade control/cabling Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old Replace columns over 30yrs old
Street lights	£140,000.00		£140,000.00	C26101001		
Bridges and structures		Retaining Walls, Sea Walls, Coastal Defences	£100,000.00		Various repairs	To be identified
Bridges and structures	£100,000.00		£100,000.00	C25202001		
Surface Treatments		Yinstay Road, St. Andrews Investigation works for 2024 Surfacing projects.	£340,000.00 £10,000.00		Inlay/Overlay Surfacing Test Holes	Improvement of carriageway surface. To be identified. Investigation Works
Surface treatments	£350,000.00		£350,000.00	C25211001		
Road Reconstruction		Various locations	£200,000.00		Haunch reconstruction and associated drainage works	Carriageway edge strengthening and improvement
Reconstruction	£200,000.00		£200,000.00	C25213001		
Cycling Walking and Safer Routes		Orkney Various			Cycling Walking and Safer Routes Projects	Measures to encourage cycling, walking and safer routes. To be identified.
Cycling Walking and Safer Routes	£0.00		£0.00	C26235044		
Total	£950,000.00		£950,000.00			

Development and Infrastructure Roads and Environmental Services		Roads Asset Replacement Programme				2024-25
Asset type	Allocated budget	Location	Budget cost	Cost code	Description	Notes
Street Furniture (Signs, Bollards and Railings)		Various	£15,000.00		Replace existing signs, bollards and railings	Faded/defective signs/bollards replaced. Broken railings replaced
Footways and Kerbing		Pumpwell Park, Stromness	£15,000.00		Lay new kerbs and surface	Defective kerbing and footway surface to be upgraded
		Faravel, Stromness	£25,000.00		Lay new kerbs and surface	Defective kerbing and footway surface to be upgraded
		King Street, Kirkwall	£30,000.00		Lay new kerbs and surface	Defective kerbing and footway surface to be upgraded
		Slater Street, Kirkwall	£25,000.00		Lay new kerbs and surface	Defective kerbing and footway surface to be upgraded
Associated Infrastructure	£110,000.00		£110,000.00	C25205001		
Drainage		Orkney Various	£50,000.00		Upgrade existing drainage	Existing drainage systems upgraded. To be identified in 2023.
Drainage	£50,000.00		£50,000.00	C25207001		
Street lighting system upgrade		Bellevue Park, Kirkwall	£28,000.00		Replace columns, cabling and control systems	Replace columns over 30yrs old and upgrade control/cabling
		Garson Drive, Stromness	£30,000.00		Replace columns, cabling and control systems	Replace columns over 30yrs old and upgrade control/cabling
		Glaitness Park, Kirkwall	£44,000.00		Replace columns, cabling and control systems	Replace columns over 30yrs old and upgrade control/cabling
Column Replacement		Leslies Close, Stromness	£5,000.00		Replace columns only	Replace columns over 30yrs old
		Pigeon Creek, Stromness	£3,000.00		Replace columns only	Replace columns over 30yrs old
		Manse Lane, Stromness	£2,500.00		Replace columns only	Replace columns over 30yrs old
		Frasers Close, Kirkwall	£5,000.00		Replace columns only	Replace columns over 30yrs old
		Ashey Lane, Stromness	£5,000.00		Replace columns only	Replace columns over 30yrs old
		Free Kirk Lane, Stromness	£3,000.00		Replace columns only	Replace columns over 30yrs old
		Helliar View, Shapinsay	£5,000.00		Replace columns only	Replace columns over 30yrs old
		Otterswick Crescent, Kirkwall	£12,000.00		Replace columns only	Replace columns over 30yrs old
		A961, South Ronaldsay	£11,500.00		Replace columns only	Replace columns over 30yrs old
		Garson Way, Stromness	£14,000.00		Replace columns only	Replace columns over 30yrs old
Street lights	£140,000.00		£140,000.00	C26101001		
Bridges and structures		Retaining Walls, Sea Walls, Coastal Defences	£100,000.00		Various repairs	To be identified in 2023.
Bridges and structures	£100,000.00		£100,000.00	C25202001		
Surface Treatments		Orkney Various	£340,000.00		Inlay/Overlay Surfacing	Carriageway improvement. To be identified in 2023.
		Investigation works for 2025 Surfacing projects.	£10,000.00		Test Holes	Investigation Works
Surface treatments	£350,000.00		£350,000.00	C25211001		
Road Reconstruction		Orkney Various	£200,000.00		Haunch reconstruction and associated drainage works	Carriageway edge strengthening and improvement
Reconstruction	£200,000.00		£200,000.00	C25213001		
Cycling Walking and Safer Streets		Orkney Various			Cycling Walking and Safer Streets Projects	Measures to encourage cycling, walking and safer streets. To be identified in 2023.
Cycling Walking and Safer Streets	£0.00		£0.00	C26235044		
Total	£950,000.00		£950,000.00			

Roads and Environmental Services
Road Maintenance Programme

Asset type	Location Description	Actual Expenditure	Allocated Budget	Additional Budget	2022/23 Revised Budget	Description	Project Update
Carriageway Patching	Birsay Durkadale Road	£0			£25,000	Carriageway patching.	
	Deerness Braebuster Road	£0			£25,000	Carriageway patching.	
	Evie Georth Road	£0			£2,500	Carriageway patching.	
	Firth Heddle Road	£0			£6,300	Carriageway patching.	
	Harray Harray Hall	£0			£5,000	Carriageway patching.	
	Holm A961	£0			£2,500	Carriageway patching.	
	Holm A961	£0			£500	Carriageway patching.	
	Holm Biggings Road	£0			£27,500	Carriageway patching.	
	Holm Moss Road	£0			£27,500	Carriageway patching.	
	Hoy B9047	£0			£27,500	Carriageway patching.	
	Hoy B9047	£0			£27,500	Carriageway patching.	
	Hoy Braebuster Road	£0			£12,500	Carriageway patching.	
	Kirkwall Castle Street	£0			£2,500	Carriageway patching.	
	Kirkwall Holm Road	£0			£500	Carriageway patching.	
	Kirkwall Annfield Crescent	£0			£10,000	Carriageway patching.	
	Kirkwall Berstane Road	£0			£2,500	Carriageway patching.	
	Kirkwall Buttquoy Place	£0			£2,500	Carriageway patching.	
	Kirkwall Lynn Road	£0			£21,000	Carriageway patching.	
	Kirkwall Muddisdale Road	£0			£12,500	Carriageway patching.	
	Orphir A964 (Eastwards from Village)	£0			£20,000	Carriageway patching.	
	Orphir A964	£0			£1,200	Carriageway patching.	
	Rendall A966	£0			£20,000	Carriageway patching.	
	Rendall Puldrite	£0			£5,000	Carriageway patching.	
	Rendall Hackland Road	£0			£12,500	Carriageway patching.	
	Rendall Lyde Road	£0			£3,800	Carriageway patching.	
	Rendall Puldrite	£0			£12,500	Carriageway patching.	
	Rousay Pier Road	£0			£500	Carriageway patching.	
	Rousay Church Road	£0			£10,000	Carriageway patching.	
	Sanday Airon Road	£0			£15,000	Carriageway patching.	
	Sandwick Quoyloo Road	£0			£12,500	Carriageway patching.	
	Sandwick Yesnaby Road	£0			£25,000	Carriageway patching.	
South Ronaldsay Aikers Road	£0			£21,200	Carriageway patching.		
St. Andrews Shore Road	£0			£8,600	Carriageway patching.		

Asset type	Location Description	Actual Expenditure	Allocated Budget	Additional Budget	2022/23 Revised Budget	Description	Project Update
	St. Ola A961	£0			£12,500	Carriageway patching.	
	St. Ola Crowness Road	£0			£20,000	Carriageway patching.	
	St. Ola Quoydandy Branch Road	£0			£3,800	Carriageway patching.	
	St. Ola Work Road	£0			£5,000	Carriageway patching.	
	Stenness Brodgar Road	£0			£25,000	Carriageway patching.	
	Stromness Hutter Road	£0			£25,000	Carriageway patching.	
	Stronsay Linksness Road	£0			£20,000	Carriageway patching.	
	South Ronaldsay Hools Road	£0			£1,100	Carriageway patching.	
	South Ronaldsay Sandwich Road	£0			£1,100	Carriageway patching.	
	Westray Kirbist Road	£0			£32,500	Carriageway patching.	
	Westray Langskaill Road	£0			£2,500	Carriageway patching.	
	Westray Newark Road	£0			£29,700	Carriageway patching.	
	Westray Noup Road	£0			£20,600	Carriageway patching.	
	Westray Sandy Road	£0			£15,000	Carriageway patching.	
	Westray Tirlot Road	£0			£42,000	Carriageway patching.	
Mainland patching	Reactive Repairs - Various locations	£0			£130,000	Pothole repairs	Works are identified following safety and course visual inspections
Isles patching	Reactive repairs - Various locations	£0			£50,000	Pothole repairs	Works are identified following safety and course visual inspections
Flagstone maintenance	Reactive repairs - Kirkwall/Stromness Various	£0			£25,000	Flagstone maintenance	Works identified from safety and course visual inspections
Patching		£0	£230,300	£639,100	£869,400		
Footway Slurry Seal	Locations to be confirmed				£30,000	Slurry seal.	
Various repairs	Reactive repairs - Various locations				£28,100	Footway and kerbing repairs	Works are identified following safety and course visual inspections
Footways		£0	£58,100	£0	£58,100		
Surface Dressing	Birsay A966 From The Palace to Crossroads				£10,000	Carriageway surface dressing	
	Birsay Hundland Road Nisthouse Road to Wattle Road				£30,000	Carriageway surface dressing	
	Firth Redland Road From Holland Road to Lyde Road				£21,600	Carriageway surface dressing	
	Harray Netherbrough Road Full Extent				£5,700	Carriageway surface dressing	
	Harray Russland Road From A986 to Lochview				£18,100	Carriageway surface dressing	
	Kirkwall Marwick Drive/ Muir Drive/Mooney Drive				£11,800	Carriageway surface dressing	
	Kirkwall Old Scapa Road Foreland Road to Glaitness Road				£6,800	Carriageway surface dressing	
	Kirkwall East Road St Catherines Place to above Weyland Farm				£20,200	Carriageway surface dressing	
	Kirkwall Palace Road Watergate to School Place				£7,300	Carriageway surface dressing	
	Kirkwall Willowburn Road Raised table outside Papdale School				£1,400	Carriageway surface dressing	
	Orphir Germiston Road From Scows Road to a point south of Burnlea				£15,600	Carriageway surface dressing	

Asset type	Location Description	Actual Expenditure	Allocated Budget	Additional Budget	2022/23 Revised Budget	Description	Project Update
	Rendall A966 South of Lyde to half way to Holland Road				£28,800	Carriageway surface dressing	
	Sandwick A967/B9056 From 2019 Tie in to Voy				£10,700	Carriageway surface dressing	
	Sandwick A967 From B9057 to Quoyloo Road.				£37,500	Carriageway surface dressing	
	Sandwick Bristol Road Full extent				£6,500	Carriageway surface dressing	
	Sandwick Swartland Road From Warth Road to Newbigging				£10,700	Carriageway surface dressing	
	South Ronaldsay A961 Sandwick Road to Serrigar				£32,200	Carriageway surface dressing	
	St. Andrews Yinstay Road From Surfacing section to Renwick Road				£19,000	Carriageway surface dressing	
	St. Andrews A960 Groatsetter Road to Airport				£40,000	Carriageway surface dressing	
	St. Ola Sunnybank Road From Old Finstown Road to Jonsheim				£19,200	Carriageway surface dressing	
	St. Ola Work Road Craigiefield Road to end of road				£10,100	Carriageway surface dressing	
	Stenness A965 Stenness Village to A964				£50,000	Carriageway surface dressing	
	Stromness Springfield Crescent/Franklin Road				£2,000	Carriageway surface dressing	
	Stromness Garson Road Cairston Road to Hamnavoe				£7,800	Carriageway surface dressing	
	Westray B9066 & Gill Pier Road				£32,800	Carriageway surface dressing	
	Westray B9066 Cleat Road to Gretna Green Road				£22,400	Carriageway surface dressing	
	Westray B9066 Rapness to Musland				£26,400	Carriageway surface dressing	
	Westray Aikerness Road Rackwick Road to Windywalls				£14,700	Carriageway surface dressing	
Surface Treatments		£0	£470,500	£48,800	£519,300		
Bridge Repairs	Firth, A966, A966 - Ouse, Finstown.	£0			£68,000	Clean abutments, barrel, spandrels, parapets, walls and revetments and repoint. Repair foundation for revetment.	Tender currently being prepared.
	Firth, A966, Ouse Footbridge	£0			£20,000	Replace corroded fixings.	Tender currently being prepared.
	Rousay, B9064, Feolquoy	£0			£25,000	Remove weathered stone and replace mortar to arch barrel and abutments. Repair, remove vegetation from and repoint spandrels, parapets and approach walls.	Tender currently being prepared.
	Rousay, B9064, Sourin Hatchery	£0			£5,000	Masonry and mortar repairs to abutments, barrel, training walls and parapet. Clean and repair exposed masonry.	Tender currently being prepared.
	Rousay, B9063, Westness Bridge	£0			£5,000	Repair damaged parapet end and rebuild end of adjacent wall.	Tender currently being prepared.
	St Ola, A960, Wideford Burn	£0			£10,000	Repair damaged parapet end and rebuild end of adjacent wall.	Tender currently being prepared.
Other	Reactive repairs - Various locations				£5,900	Various	Works are identified following safety and course visual inspections
Churchill Barriers	Reactive repairs - Various locations				£5,000	Various	Works are identified following safety and course visual inspections
Bridges and structures		£0	£143,900	£0	£143,900		
Churchill Causeways	Various, A961, Various				£5,000	Repairs following storm damage	Works are identified following safety and course visual inspections
Various repairs	Reactive Repairs - Various locations	£0			£5,000	Armco barrier. Pedestrian guard rails, fences etc.	Works are identified following safety and course visual inspections
Fences and Barriers		£0	£19,300	(£9,300)	£10,000		
Culvert maintenance	Various locations	£0			£50,000	Maintenance and repairs.	Design and brief to be developed
Drainage repairs	Various locations	£0			£50,000	Ongoing various maintenance and defect repairs.	Design and brief to be developed as required
Drainage		£0	£135,000	(£35,000)	£100,000		
Reactive Works		£0	£0	£39,800	£39,800	TBC	Work on going to identify all works that will be included in the revised 2022/23 programme.
Total		£0	£1,057,100	£683,400	£1,740,500		

Contact Officer - Roads Support Manager - Extension 2326

Planning Enforcement Charter

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1. Introduction

1.1.

Under Scottish legislation primary responsibility for planning issues rests with the planning authority. In Orkney this is Orkney Islands Council.

1.2.

The planning authority's principal role is to grant or refuse permission for development. However, the planning authority is also responsible, where necessary, for taking enforcement action where planning legislation has not been followed.

1.3.

This Charter explains the meaning of planning control and enforcement, the powers and restrictions on the planning authority, and what happens at each stage of what can be a lengthy process. It outlines some of the procedures of the planning control system, and the standards of service that can be expected when enquiries are made about unauthorised development.

1.4.

Sometimes developers or householders either undertake work without planning permission or fail to accord with the permission they have been given. The planning authority has the power to take action in cases like this and enforce planning control.

1.5.

The planning authority has statutory powers to investigate breaches of planning control and breaches of conditions attached to planning permission, and to take formal action where a matter is not resolved.

1.6.

Planning enforcement is a discretionary power; if there is a breach of planning control the planning authority is not bound to act because sometimes it might not be in the public interest to do so. Any action taken must be reasonable and proportionate to the breach.

1.7.

This Charter sets out the powers that the Council as planning authority can use. These powers are set out in the Town and Country Planning (Scotland) Act 1997, as amended. It is important to note that a breach of planning control is not a criminal offence, unless it involves unlawful works to a listed building. It should also be noted that a 'planning enforcement complaint' is not a complaint against the Council, which would instead be processed under the Council's Complaints Handling Procedure.

1.8.

Enforcement is one of the most complex parts of the planning system, and often has long and unpredictable timescales. The aim of this Charter is to ensure that adopted procedures are fair and reasonable, and that interested parties are kept informed and are made aware of what is required.

Copies of this Charter are available on the Council's website and at the Council Offices, School Place, Kirkwall.

2. The Service

Planning enforcement is administered by Development Management. The key officer undertaking this role is the Planning Control Officer. When formal enforcement action is taken the Council's approved Scheme of Delegation is followed.

3. Identification of Possible Breaches of Planning Control

3.1.

Planning enforcement involves two issues – whether a breach of planning control has taken place, and whether it is expedient or appropriate to take enforcement action. That decision is within the planning authority's sole discretion.

3.2.

Possible breaches of planning control can include:

- Work being carried out without planning permission or consent.
- An unauthorised change of use.
- Failure to comply with conditions attached to a permission or consent.
- Departures from plans approved in association with a planning permission or consent.

3.3.

Preliminary enquiries can be made by telephone but should be followed up in writing by post or email. You should post correspondence to the Planning Control Officer, Orkney Islands Council, Development Management, Council Offices, School Place, Kirkwall, KW15 1NY, or email planning@orkney.gov.uk

3.4.

To be considered a planning enforcement complaint, and therefore to guarantee this is investigated by Planning Authority, the representation must be in writing. Whether by post or email, the following information is essential:

- The address (or detailed description if no address) of the property concerned.
- Details of the suspected breach of planning control, with times and dates if relevant.
- A contact name and registered postal address for the complainant.
- An email address if available or if the complaint is submitted electronically.
- How the breach affects the complainant.
- Whether the enquiry is to be treated confidentially.

3.5.

Wherever possible we will honour requests for confidentiality regarding any planning enforcement complaint made or information supplied, however it should be noted that it may not be possible to respect such a request in all cases, and the effects of the Freedom of Information (Scotland) Act 2002 and the Environmental Information (Scotland) Regulations 2004, must be taken into consideration. Requests for total confidentiality limit the ability of the authority to take formal action and cannot be guaranteed if the case were to be considered at Appeal or in the Courts.

3.6. Monitoring of Planning Conditions

Monitoring of planning conditions is required to ensure that development complies with the consent granted. Details of the conditions are included within the decision notice attached to the permission. Monitoring of conditions is undertaken regularly by the Planning Control Officer supported by other officers in Development Management.

3.7.

Where members of the public believe that the conditions attached to a planning permission are not being complied with or have not been discharged in a satisfactory way, they can provide information to Development Management.

3.8.

When breaches of conditions are identified, they are investigated in the same way as other breaches of planning control.

3.9.

When information is received in writing by Development Management regarding a possible breach of planning control, the information will be checked to ensure that it does constitute a possible breach of planning control, and that it includes all the detail required for a possible enforcement case to be investigated.

3.10.

Receipt of written complaints will be acknowledged within 20 working days. You should be aware that some complaints relate to matters over which Development Management has no control, for example neighbour disputes relating to the position of boundaries, land ownership, rights of access or matters associated with superior's consent. These matters cannot be investigated by the Planning Control Officer. If you have submitted a planning enforcement complaint in writing, you can subsequently enquire whether the complaint has been investigated and, if so, whether the planning authority has concluded that a breach of planning control has occurred and if any further action will be taken, or if the information submitted is not a planning matter.

4. Investigating Breaches of Planning Control

4.1. Preliminary Investigations

Following registration of a possible breach of planning control, the Planning Control Officer will visit the site. Priority for both site visits and dealing with complaints is based on the relative significance of the site, and the nature and effect of the breach of planning control, and no set timescale exists for preliminary investigations.

4.2.

In some cases, following the site visit, additional investigation is required to establish if a breach has occurred, and this may lengthen the process involved in taking action.

4.3.

Initial correspondence with persons at the property concerned, other than in exceptional cases, will be in writing only, to provide a record of any correspondence. Where necessary to establish details of ownership, activities that are alleged to have taken place or other details, the initial correspondence may include service of a Planning Contravention Notice or Notice under Section 272. For more detail, see Section 7 'Powers Available to the Planning Authority'.

4.4.

It is not always possible to anticipate the length of time required for a decision or for action on a case, nor for a case to be resolved. Progress can be delayed for several reasons, for example if evidence must be collected and verified over a period, if negotiations take place, or if formal procedures must be used. Where an application is submitted to regularise the breach, or where an appeal is made to the Scottish Ministers against a decision of the planning authority, this will affect the timescale for

resolution of the case. Complaints will be advised in writing if a planning application is submitted to regularise a reported breach of planning control.

4.5.

The Council recognises that delays can be a source of considerable frustration to those submitting information, particularly if they consider that their amenity is affected.

4.6. Resolution of a case prior to further action being sought

In some instances, even though a breach of control has occurred, it may not be appropriate to take further action. This is because a planning authority must consider whether, having regard to the local development plan and material considerations, and to the circumstances of each case, it is expedient and proportionate to take formal action including issuing a notice. Most enforcement cases are resolved without formal action.

4.7.

Where the development is likely to be acceptable, it may be appropriate to seek the submission of a planning application. There are provisions in the Planning Acts for applications to be made in retrospect. In these cases, any action proposed is suspended until a decision is made on the application.

4.8. Formal Action

Only a small number of cases require to be dealt with by formal enforcement action. Formal action is instigated by the service of a notice.

4.9.

If an appeal is lodged against a notice, this appeal is submitted to and considered by Scottish Ministers. In almost all cases appeals are dealt with by the Scottish Government's Planning and Environmental Appeals Division (DPEA).

4.10.

It should be noted that there is no right of appeal against a Breach of Condition Notice. If such a notice is not complied with, those responsible for the breach may be prosecuted.

4.11.

The planning authority has additional powers, including the use of Interdicts, which complement the serving of notices. For more detail, see Section 7 'Powers Available to the Planning Authority'.

4.12. Enforcement Register

Details of Enforcement Notices, Breach of Condition Notices, Notices under Section 33A, Stop Notices and Temporary Stop Notices which have been served in relation to land in the planning authority area are entered on the Enforcement Register,

which is published on the Council's website for inspection by the public at all reasonable hours.

4.13. Powers of Entry

The Council as planning authority has powers at any reasonable hour to enter land:

- To ascertain if there has been a breach of planning control.
- To determine whether there has been compliance with a formal notice.
- To determine whether a breach has been satisfactorily resolved.

5. Time-Limited Procedures

5.1.

In some cases, the planning authority is time-barred from taking enforcement action.

5.2. Time-Limited to Four Years for Enforcement Action

Where there has been a breach of planning control consisting in the carrying out without planning permission of building, engineering, mining or other operations in, on, over or under land, no enforcement action may be taken after the end of the period of 4 years beginning with the date on which the operations were substantially completed.

5.3.

Where there has been a breach of planning control consisting in the change of use of any building to use as a single dwelling house, no enforcement action may be taken after the end of the period of 4 years beginning with the date of the breach.

5.4. Time-Limited to Ten Years for Enforcement Action

In the case of any other breach of planning control, no enforcement action may be taken after the end of the period of 10 years beginning with the date of the breach.

6. Complaints Procedure

Disagreement with the outcome of an investigation by the planning authority will not, in itself, be a ground for complaint. We will consider all complaints made about the way in which a planning control enquiry was dealt with in accordance with the Council's Complaints Handling Procedure.

7. Powers Available to the Planning Authority

7.1.

The planning enforcement powers available to the planning authority are set out in the Town and Country Planning (Scotland) Act 1997, as amended. Listed building enforcement notices are covered by the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, as amended. The Planning Acts can be viewed online: <http://www.opsi.gov.uk/>

7.2.

Government advice on planning enforcement is set out in Planning Circular 10/2009: Planning Enforcement. The Circular can be viewed on the Scottish Government website: <http://www.gov.scot/Publications/2009/09/16092848/0>

8. Types of Notice

8.1.

Breach of Condition Notice - this is used to enforce the conditions applied to any planning permission. It comes into effect 28 days after being served. It may be used as an alternative to an enforcement notice (see below) and is served on any person carrying out the development and/or any person having control of the land. There is no right of appeal. Contravening a breach of condition notice can result in prosecution, with a fine of up to £1,000.

8.2.

Enforcement Notice - this is generally used to deal with unauthorised development but can also apply to a breach of planning conditions. There are similar notices and powers to deal with Tree Preservation Orders and advertisements. An Enforcement Notice will specify:

- A notification period before it comes into effect (a minimum of 28 days - but see the section below on advertisements).
- The steps that must be taken to remedy the breach.
- A further period (known as the compliance period) which is set by the planning authority and gives the recipient time to carry out any work required to comply with the notice. There is no minimum or maximum period, so long as the amount of time allowed is reasonable and reflects the amount of work that may need to be undertaken.

8.3.

There are rights of appeal to Scottish Ministers against an Enforcement Notice and, if an appeal is made, the terms of the notice are suspended until a decision is reached.

8.4.

Failure to comply with an Enforcement Notice within the time specified is an offence and may lead to a fine of up to £20,000 in the Sheriff Court. Failure to comply may also result in the planning authority taking **Direct Action** to correct the breach (see other powers below).

8.5.

Listed Building Enforcement Notice - this must be served on the current owner, occupier and anyone else with an interest in the property. The procedures are like those outlined above. The notice must specify the steps to be taken to remedy the breach and a final date for compliance. Failure to meet the terms of the notice by the

date specified is an offence. There is a right of appeal to Scottish Ministers against the notice. Breaches of listed building control are a serious matter. It is a criminal offence to undertake unauthorised works to demolish or extend a listed building or to alter a listed building in any way that would affect its character. In certain circumstances, this can lead either to an unlimited fine or imprisonment.

8.6.

Stop Notice - this is used in urgent or serious cases where an unauthorised activity must be stopped, usually on grounds of public safety. When a Stop Notice is served, the planning authority must also issue an Enforcement Notice. There is no right of appeal against a stop notice and failure to comply is an offence. An appeal can be made against the accompanying Enforcement Notice. If a Stop Notice is served without due cause, or an appeal against the enforcement notice is successful, the Stop Notice may be quashed and the Council as planning authority may face claims for compensation. The use of Stop Notices therefore needs to be carefully assessed by the planning authority.

8.7.

Temporary Stop Notice (TSN) - this is used to require the **immediate** halt of an activity which breaches planning control. The provisions make an exception in that a TSN cannot prohibit the use of a building or a caravan as a dwelling house. TSNs are enforceable for 28 days, after which time they expire. They may, however, be followed by further enforcement action such as an Enforcement Notice and Stop Notice. There is no right of appeal against a TSN.

8.8.

Fixed Penalty Notice (FPN) – this provides planning authorities with an alternative process, in addition to the option to seek prosecution, to address situations where a person has failed to comply with the requirements of an Enforcement Notice (EN) or a Breach of Condition Notice (BCN). By paying the penalty imposed by the FPN, the person will discharge any liability for prosecution for the offence. They will not, however, discharge the obligation to comply with the terms of the EN or BCN and the planning authority will retain the power to take direct action to remedy the breach and recover the costs of such work from that person. The planning authority is not required to offer the option of paying a fixed penalty. Any decision to do so would be dependent on considerations such as the scale of the breach and its impact on local amenity.

8.9.

Notice Requiring Application for Planning Permission for Development Already Carried out (Notice under Section 33A) – where the planning authority considers that a development which does not have planning permission may be acceptable (i.e., they consider that it might be granted planning permission) they may issue a notice requiring the landowner or developer to submit a retrospective planning application. This application will be considered on its planning merits and handled in the same way as any other planning application. Issuing such a notice does **not** guarantee that permission will be granted; the planning authority may, on

consideration of the application, decide instead to refuse permission, or to grant permission subject to conditions or alterations to make the development acceptable.

9. Other Powers

9.1.

Planning Contravention Notice - this is used to obtain information about activities on land where a breach of planning control is suspected. It is served on the owner or occupier, on a person with any other interest in the land or who is carrying out operations on the land. They are required to provide information about operations being carried out on the land and any conditions or limitations applying to any planning permission already granted. Failure to comply with the notice within 21 days of it being served is an offence and can lead to a fine in the Courts.

9.2.

Notice under Section 272 (of the Town and Country Planning (Scotland) Act 1997) – this provides limited powers to obtain information on interests in land and the use of land. Failure to provide the information required is an offence.

9.3.

Notice under Section 179 (of the Town and Country Planning (Scotland) Act 1997) – this allows the planning authority to serve a notice on the owner, lessee or occupier of land which is adversely affecting the amenity of the area. This is also known as an **Amenity Notice** and sets out the action that needs to be taken to resolve the problem within a specified period.

9.4.

Interdict and Interim Interdict – an interdict is imposed by the courts and is used to stop or prevent a breach of planning control. Court proceedings can prove costly and planning authorities normally only seek interdicts in serious cases or where enforcement notices have been ignored in the past. However, a planning authority can seek an interdict in relation to any breach without having to use other powers first. Breaching an interdict can carry heavy penalties.

9.5.

Direct Action – failure to comply with the terms of an Enforcement, Listed Building or Amenity Notice within the time specified can result in the planning authority carrying out the specified work. The planning authority may recover any costs it incurs from the landowner.

9.6.

Notification of Initiation and Completion of Development (NID/NCD) and Display of Notices While Development is Carried Out – whilst not in themselves planning enforcement powers, these notices are intended to improve delivery of planning enforcement by requiring positive confirmation that development has commenced and been completed, and, in the case of on-site notices, to raise

community awareness of developments in the local area. Planning authorities will be made aware of active development in their areas, enabling them to prioritise resources with a view to monitoring development. For any development for which permission has been granted, a NID must be submitted to inform the planning authority of the date on which development will commence. It is to be submitted after planning permission has been granted and before development has commenced. Initiating development without submitting a NID is a breach of planning control and the planning authority may consider enforcement action. The NCD requires a developer to submit a further notice as soon as practicable after development has been completed.

9.7.

Depending on the nature or scale of a development, the developer may also be required to display on-site notices while development is taking place. These notices contain basic information about the site and the development. They also provide contact details where members of the public may find out more information or report alleged breaches of planning control. It is a breach of planning control to fail to display such a notice when required to do so.

Winter Inter-Island Air Services Timetable 30 October 2022 - 18 February 2023

FLIGHT NUMBER	LM	Monday									Tuesday						Wednesday								
		700 D	700 E	702	703 D	703 E	704	705	706	707	701	708	709	705	710	707	701	711	709	712	714 A	705	706	715 B	707
Kirkwall	dep	07:35	08:00	08:25	08:45	09:10	10:30	15:00	15:10	16:10	07:35	08:25	08:35	15:00	15:10	16:10	07:35	08:25	08:35	09:20	14:25	15:00	15:10	16:00	16:10
Stromsay	arr				08:54	09:19								15:19			08:34								
Stromsay	dep				09:01	09:26								15:26			08:41								
Sanday	arr				09:06	09:31			15:23			08:38		15:31			08:46					15:23			
Sanday	dep				09:13	09:38			15:30			08:45		15:38			08:53					15:30			
North Ronaldsay	arr	07:52	08:17				10:47			16:27	07:52				16:27	07:52								16:27	
North Ronaldsay	dep	07:59	08:24				10:54			16:34	07:59				16:34	07:59								16:34	
Westray	arr			08:40								08:50					08:50								
Westray	dep			08:47								08:57					08:57								
Papa Westray	arr			08:49			11:04	15:15				08:59	15:15				08:59				15:15				
Papa Westray	dep			08:56			11:11	15:22				09:06	15:22				09:06				15:22				
Westray	arr							15:24					15:24								15:24				
Westray	dep							15:31					15:31								15:31				
Eday	arr	08:09	08:34																09:30	14:35			16:10		
Eday	dep	08:16	08:41																09:37	14:42			16:17		
Stromsay	arr							15:35			08:50											15:35			
Stromsay	dep							15:42			08:57											15:42			
Kirkwall	arr	08:26	08:51	09:11	09:26	09:51	11:26	15:46	15:51	16:51	08:16	09:06	09:21	15:46	15:51	16:51	08:16	09:06	09:21	09:47	14:52	15:46	15:51	16:27	16:51

FLIGHT NUMBER	LM	Thursday							Friday							Saturday				Saturday Refit (7 Jan - 4 March 2023)						Sunday	
		701	708	709	716	705	710	707	701	711	709	730	705	706	707	702	719	720	721	722	723	724	725	726	727	728	729
Kirkwall	dep	07:35	08:25	08:35	12:15	15:00	15:10	16:10	07:35	08:25	08:35	14:00	15:00	15:10	16:10	08:25	09:30	10:30	15:10	08:00	09:10	10:20	14:00C	15:00C	16:10C	13:45	15:05
Stromsay	arr						15:19			08:34														15:09			
Stromsay	dep						15:26			08:41														15:16C			
Eday	arr																								16:20		
Eday	dep																								16:27C		
Westray	arr			08:50						08:50					08:40						09:25						
Westray	dep			08:57						08:57					08:47						09:32						
Papa Westray	arr			08:59		15:15				08:59	14:15	15:15		08:49			15:25			09:34		14:15				15:20	
Papa Westray	dep			09:06		15:22				09:06	14:22	15:22		08:56			15:32			09:41		14:22C				15:27	
Westray	arr					15:24						15:24										14:24				15:29	
Westray	dep					15:31						15:31										14:31C				15:36	
North Ronaldsay	arr	07:52			12:32			16:27	07:52			14:32		16:27		09:47		15:42	08:17						16:37	14:02	
North Ronaldsay	dep	07:59			12:39			16:34	07:59			14:39		16:34		09:54		15:49	08:24						16:44C	14:09	
Eday	arr																			08:34							
Eday	dep																			08:41							
Sanday	arr		08:38				15:31					08:46						10:43				10:33	15:21		14:15		
Sanday	dep		08:45				15:38				08:53						10:50					10:40	15:28C		14:22		
Stromsay	arr		08:50														10:55					10:45			14:27		
Stromsay	dep		08:57														11:02					10:52			14:34		
Kirkwall	arr	08:16	09:06	09:21	12:56	15:46	15:51	16:51	08:16	09:06	09:21	14:56	15:46	15:51	16:51	09:11	10:11	11:11	16:06	08:51	09:56	11:01	14:46	15:41	17:01	14:43	15:51

A - Operates 16 November 2022 - 11 January 2023 (Eday Wednesday departure time subject to change due to operation of service during daylight hours)

B - Operates 26 October - 09 November 2022 and from 18 January - 15 February 2023

C - Please note - these flights will operate 30 minutes earlier on the 7 and 14 Jan 2023

D - 24 October - 28 November 2022 and 23 January - 13 February 2023

E - 5 December 2022 - 16 January 2023

Monday am drop to Eday during school term only - Bookings can be made on the Eday Monday morning flight, shared with North Ronaldsay, however this is subject to availability from 12:00 - 18:00 the day before departure.

Sunday - Flight drop-off/pick up on request Bookings from Sanday and Stromsay may only be made after 12:00 on Fridays until 12:00 on Sunday.

North Ronaldsay 07:35/08:00 and 16:10 departures - these flights operate during the hours of darkness and due to associated legislation, times may change to operate during daylight hours. Loganair will inform all booked passengers of the flight time change in advance. In the event that the flights are changed, the departure times from Kirkwall are as follows:

Evening Flight	Mon-Fri
7 November 2022 - 20 January 2023	14:00

Morning Flight	Mon	Tue-Fri
5 December 2022 - 23 January 2023	10:10	
15 November 2022 - 27 January 2023		09:40

Appendix 5.

Inter-Island Ferry Services

Winter 2023 Timetables

Page 1456 – Rousay, Egilsay and Wyre.

Page 1457 – Shapinsay.

Page 1458 – South Isles.

Page 1459 – Graemsay and Hoy (Moaness).

Page 1460 – North Ronaldsay.

Page 1461 – Papa Westray.

Rousay, Egilsay and Wyre Ro-Ro Service

Winter Timetable Effective from 26 September 2022 until 6 May 2023

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Rousay dep	0650	0650	0650	0650	0650	0650	
Egilsay dep	0710	0710A	0710A	0710A	0710A	0710B	
Wyre dep	0730	0730A	0730A	0730A	0730A	0730B	
Rousay dep	0745	0745	0745	0745	0745	0745	
Tingwall dep	0820	0820	0820	0820	0820	0840	
Rousay dep	0850	0850	0850	0850	0850		0915
Wyre dep	0900	0900	0900	0900	0900		
Rousay dep	0910	0910	0910	0910	0910	0910	
Egilsay dep	0930	0930	0930	0930	0930	0930B	0935B
Wyre dep	0950	0950	0950	0950	0950	0950	0955B
Rousay dep	1005	1005	1005	1005	1005	1005	1010
Tingwall dep	1040	1040	1040	1040	1040	1040	1045
Rousay dep	1115	1115	1115	1115	1115	1115	
Tingwall dep	1150	1150	1240	1150	1150	1150	
Rousay arr	1215	1215	1305	1215	1215	1215	1115
Rousay dep	1315C	1315A		1315A	1315A	1315B	1120
Wyre dep							1130B
Egilsay dep	1335C	1335A		1335A	1335A	1335B	1150B
Wyre dep	1355C	1355A		1355A	1355A	1355B	
Rousay arr							1210
Rousay dep	1410	1410	1410	1410	1410	1410	1410
Tingwall dep	1445	1445	1445	1445	1445	1445	1445
Rousay dep	1520	1520	1520	1520	1520	1520	1520B
Wyre dep	1530	1530	1530	1530	1530	1530	1530B
Tingwall dep	1605	1605	1605	1605	1605	1605	
Rousay dep	1635	1635	1635	1635	1635	1705B	
Egilsay dep	1655	1655	1655	1655	1655		1550B
Wyre dep	1715	1715	1715	1715	1715	1715B	
Rousay dep	1730	1730	1730	1730	1730	1730	1610
Tingwall dep	1800	1800	1800	1800	1800	1800	1645
Rousay arr	1825	1825	1825	1825	1825	1825	1705
Rousay dep	1830A	1830A	1830A	1830A	1830A	1830B	
Wyre dep	1840A	1840A	1840A	1840A	1840A	1840B	
Egilsay dep	1900A	1900A	1900A	1900A	1900A	1900B	
Rousay arr	1915A	1915A	1915A	1915A	1915A	1915B	

On request **TO and FROM** Egilsay and Wyre (sailings marked A, B & C). Customers are requested to make advance bookings as follows -

- A** Requested **morning** and **afternoon** sailings marked A **must** be booked by 1700 on the day before travel. Requested **evening** sailings marked A **must** be booked by 1400 on the day of travel.
- B** Requested sailings marked B **must** be booked by 1700 on Friday. In the event of urgent bookings being required after this time please contact the Kirkwall Office on 01856 872044 before 1200 on Saturday.
- C** Requested sailings marked C **must** be booked by 0900 on Monday.

Vehicle bookings for all sailings before 0950 departure Tuesday to Saturday must be booked before 1600hrs the day before. Saturday sailings from 0950, all Sunday sailings and Monday morning sailings before 0950 must be booked before 1200 on Saturday by calling the Kirkwall Office on 01856 872044.

All other vehicle bookings must be made at least one hour before departure except those marked A, B & C.

NOTES

1. All enquiries be made through the Tingwall Office Telephone 01856 751360.
2. Vehicles **must** be available for boarding **15 Minutes** before departure and passengers **5 minutes** before departure times.
3. **No Show Charges** - All cancellations must be made by **1600hrs** (1200 on Saturday through Kirkwall Office, for travel on Sunday's and Monday's) on the day before the intended date of travel or charges may be incurred.
4. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.

**For information on these services contact Ferry Services, Tingwall, Evie.
Telephone 01856 751360, E-Mail: info@orkneyferries.co.uk**

Shapinsay Ro-Ro Service

Winter Timetable Effective From 26 September 2022 until 6 May 2023

	Monday	Tuesday	Wednesday	Thursda	Friday	Saturday	Sunday
Shapinsay dep	0730A	0730B	0730B	0730B	0730B		
Kirkwall dep	0815	0815	0815	0815	0815		
Shapinsay dep	0900	0900	0900	0900	0900	0900	
Kirkwall dep	0945	0945	0945	0945	0945	0945	
Shapinsay dep	1030	1030	1030	1030	1030	1030	1030A
Kirkwall dep	1130	1130	1130	1130	1130	1130	1130A
Shapinsay dep	1330	1330	1330	1330	1330	1330	1330A
Kirkwall dep	1415	1415	1415	1415	1415	1415	1415A
Shapinsay dep	1515	1515	1515	1515	1515	1515A	
Kirkwall dep	1600	1600	1600	1600	1600	1600A	
Shapinsay dep	1645	1645	1645	1645	1645	1645A	
Kirkwall dep	1730	1730	1730	1730	1730	1730A	

A Vehicles must be booked or cancelled before 1400hrs on Saturday.

B Vehicles must be booked or cancelled before 1600hrs the day before sailing.

All other vehicle bookings must be made at least one hour before departure except for those marked A & B.

Notes:

1. All bookings must be made through the Kirkwall Office. Telephone 01856 872044.
2. Vehicles **must** be available for boarding **15 minutes** before departure and passengers **5 minutes** before departure.
3. For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
4. **No show charges** - All cancellations must be made by **1600hrs** on the day before the intended date of travel, or by 1400 on Saturday for sailings marked A, or full charges may apply.

For information on this service contact Ferry Services, Shore Street, Kirkwall.

Telephone: 01856 872044, Fax: 01856 872921, E-Mail: info@orkneyferries.co.uk

South Isles Ro-Ro Service

Winter Timetable Effective from 26 September 2022 until 6 May 2023

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Longhope	dep	0625	0625	0625	0625	0625	0800	0830
Lyness	dep		0650	0650	0650			
Flotta	dep	0650	0710	0710	0710	0650	0830	0855B
Lyness	dep	0710				0710	0900	0915
Houton	arr	0745	0745	0745	0745	0745	0935	0950
Houton	dep	0800	0800	0800	0800	0800	0950	1000
Lyness	dep	0845				0845	1030	1045
Flotta	dep	0910	0845	0845	0845	0910	1055	1110B
Lyness	dep		0910	0910	0910			
Houton	arr	0945	0945	0945	0945	0945		
Longhope	arr							1125
Longhope	dep							1500
Houton	dep	1015	1015	1015	1015	1015		
Lyness	arr	1050	1050	1050	1050	1050		
Lyness	dep	1100	1100		1100	1100		
Flotta	dep		1200		1200			
Houton	arr	1135				1135	1130	
Houton	dep	1145				1145		
Lyness	dep	1230	1230	1230	1230	1230		
Houton	arr	1305	1305	1305	1305	1305		
Houton	dep	1315	1315	1315	1315	1315	1415	
Lyness	dep	1400	1400	1400	1400			
Flotta	arr	1415	1415	1415	1415			
Flotta	dep	1425	1425	1425	1425	1400	1500	
Lyness	dep					1425		
Houton	arr	1500	1500	1500	1500	1500		
Houton	dep	1515	1515	1515	1515	1515		
Flotta	dep	1600	1600	1600	1600	1600		1530B
Lyness	dep	1640	1640	1640	1640	1640	1530	1555
Houton	arr	1715	1715	1715	1715	1715	1605	1630
Houton	dep	1730	1730	1730	1730	1730	1615	1640
Lyness	dep	1810	1810	1810	1810	1810	1700	1715
Flotta	dep	1830A	1830A	1830A	1830A	1830A	1720A	1735B
Longhope	arr	1850	1850	1850	1850	1850	1740	1750

A - On Request. At the very latest (except in an emergency) bookings for these services must be made by 12 noon on the day of travel.

B - On Request. Bookings for this service must be made by 1600 on Friday.

Vehicle bookings on all sailings before the 0845 departure Tuesday to Friday and the 1030 on a Saturday must be booked before 1600hrs the day before. All other Saturday sailings, all Sunday sailings and Monday morning sailings before 0845 must be booked before 1200 on Saturday by calling our Kirkwall Office on 01856 872044.

ALL OTHER BOOKINGS MUST BE MADE AT LEAST 1 HOUR BEFORE DEPARTURE EXCEPT THOSE MARKED A & B.

NOTES

- All bookings (including foot passengers) must be made through the Houton Office. Telephone: 01856 811397.
- Vehicles **must** be available for boarding **15 minutes** before departure, and passengers **5 minutes** before departure.
- No Show Charges** - All cancellations must be made by **1600 on the day before the intended date of travel (or by 1600 on a Friday for Saturday, Sunday and Monday travel)** or charges may be applied.
- For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.

For information on these services contact Ferry Services, Houton, Orphir. Telephone: 01856 811397, Email: info@orkneyferries.co.uk

Graemsay and Hoy (Moaness)
Effective From 26 September 2022 until 6 May 2023

Our service from Stromness to Hoy/Graemsay is a **PASSENGER ONLY** service. Vehicles can be carried by prior arrangement to Graemsay on the advertised cargo sailings.

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Stromness	dep	0730	0730	0730	0730	0730	0815E	
Hoy (Moaness)	dep	0755	0755	0755	0755	0755		
Graemsay	dep	0810	0810	0810	0810	0810	0845E	
Stromness	dep	1000	1000	1000	1000	1000	0930	0930
Hoy (Moaness)	dep	1030	1030	1030	1030	1030	1000	1000
Graemsay	dep	1045	1045	1045	1045	1045	1015	1015
Stromness	dep	1200A		1200A	1200A			
Graemsay	dep	1230A		1230A	1230A			
Hoy (Moaness)	dep	1240A		1240A	1240A			
Stromness	dep	1600	1600	1600	1600	1600		
Graemsay	dep	1615	1615	1615	1615	1615		
Hoy (Moaness)	dep	1630	1630	1630	1630	1630		
Stromness	dep	1800B	1800B	1800B	1800B	1800B	1800	1800
Graemsay	dep	1815	1815	1815	1815	1815	1815	1815
Hoy (Moaness)	dep	1830C	1830C	1830C	1830C	1830C	1830	1830
Stromness	dep					2130D		
Graemsay	dep					2145D		
Hoy (Moaness)	dep					2200D		

- A** Cargo Sailings to Graemsay, will have limitations on passenger numbers therefore booking is advisable. These sailings may be delayed due to cargo operations.
- B** ON REQUEST to Hoy (Moaness) must be booked through the Kirkwall Office by 1600hrs on the day of sailing.
- C** ON REQUEST from Hoy (Moaness) must be booked through the Kirkwall Office by 1600hrs on the day of sailing.
- D** ON REQUEST must be booked through the Kirkwall Office by 1600hrs on the day of sailing.
- E** On REQUEST must be booked through the Kirkwall Office by 1600hrs on Friday.

Notes:

- All enquiries must be made through the Kirkwall Office.
Telephone: 01856 872044.
- Passengers are requested to be available for boarding **5 minutes** before departure.
- Monday cargo to be booked by **1600hrs** on previous Friday otherwise all cargo must be booked before **1600hrs** the day before sailing. Cargo must be delivered to Stromness Pier no later than **1100hrs** on the day of sailing.
- For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.
- No show charges** - All cancellations must be made by **1600hrs** Monday to Friday and **1400hrs** Saturday for the Sunday and Monday Sailings or full charges may apply.

For information on this service contact Ferry Services, Shore Street, Kirkwall.
Telephone: 01856 872044, Fax: 01856 872921, E-Mail: info@orkneyferries.co.uk

North Ronaldsay Sailings – 2022 / 23

Proposed sailing times from Kirkwall to North Ronaldsay are noted below. All are weather permitting and subject to confirmation the day before sailing.

Return sailings will depart North Ronaldsay on completion of cargo operations.

Passengers from North Ronaldsay to Kirkwall should be ready to board as soon as the vessel arrives in North Ronaldsay.

As sailing times will vary from week to week, prospective passengers and shippers are advised to check with the Company to confirm timings of each sailing.

<u>September 2022</u>		
Friday	30 th	Dept Kirkwall
<u>October 2022</u>		
Friday	07 th	Dept Kirkwall
Friday	14 th	Dept Kirkwall
Friday	21 st	Dept Kirkwall
Friday	28 th	Dept Kirkwall
<u>November 2022</u>		
Friday	04 th	Dept Kirkwall
Friday	11 th	Dept Kirkwall
Friday	18 th	Dept Kirkwall
Friday	25 th	Dept Kirkwall
<u>December 2022</u>		
Friday	02 nd	Dept Kirkwall
Friday	09 th	Dept Kirkwall
Friday	16 th	Dept Kirkwall
Friday	23 rd	Dept Kirkwall
Friday	30 th	Dept Kirkwall
<u>January 2023</u>		
Friday	06 th	Dept Kirkwall
Saturday	14 th	Dept Kirkwall
Saturday	21 st	Dept Kirkwall
Saturday	28 th	Dept Kirkwall
<u>February 2023</u>		
Saturday	04 th	Dept Kirkwall
Saturday	11 th	Dept Kirkwall
Saturday	18 th	Dept Kirkwall
Saturday	25 th	Dept Kirkwall
<u>March 2022</u>		
Saturday	04 th	Dept Kirkwall
Saturday	11 th	Dept Kirkwall
Friday	17 th	Dept Kirkwall
Friday	24 th	Dept Kirkwall
Friday	31 st	Dept Kirkwall
<u>April 2023</u>		
Friday	07 th	Dept Kirkwall
Friday	14 th	Dept Kirkwall
Friday	21 st	Dept Kirkwall
Friday	28 th	Dept Kirkwall
<u>May 2023</u>		
Friday	05 th	Dept Kirkwall

Westray - Papa Westray Passenger Service
Winter Timetable effective from 27 September 2022 to 6 May 2023

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Pierowall	dep	0730 C	0740	0740	0740	0740	0740 A	
Papa Westray	arr	0755	0805	0805	0805	0805	0805	
Papa Westray	dep	0800 C	0810	0810	0810	0810	0810 A	
Pierowall	arr	0825	0835	0835	0835	0835	0835	
Pierowall	dep	0830*	0915 A	0915	0915 A	0915 A	0915 A	
Papa Westray	arr	0855*	0940	0940	0940	0940	0940	
Papa Westray	dep	0900*	0945 A	0945	0945 A	0945 A	0945 A	
Pierowall	arr	0925*	1010	1010	1010	1010	1010	
Pierowall	dep	0930 A						
Papa Westray	arr	0955						
Papa Westray	dep	1000 A						
Pierowall	arr	1025						
Pierowall	dep			1230		1510*		1315
Papa Westray	arr			1255		1535*		1340
Papa Westray	dep			1300		1540*		1530
Pierowall	arr			1325		1605*		1555
Pierowall	dep	1600	1600	1600	1600	1610 B	1625 B	1700 C
Papa Westray	arr	1625	1625	1625	1625	1635	1650	1725
Papa Westray	dep	1630	1630	1630	1630	1640 B	1655 B	1730 C
Pierowall	arr	1655	1655	1655	1655	1705	1720	1755
Pierowall	dep	1815 B		1815 B	1815 B	1815 B	1815 C	1855 C
Papa Westray	arr	1840		1840	1840	1840	1840	1920
Papa Westray	dep	1845 B		1845 B	1845 B	1845 B	1845 C	1925 C
Pierowall	arr	1910		1910	1910	1910	1910	1950

* Sailings will operate during school term only.

A On request - must be booked by 1600 on the day before travel by calling our Kirkwall Office on 01856 872044. In the event of an urgent booking being required after this time please contact 07841 452426.

B On request - must be booked by 1400 on the day of travel by calling our Kirkwall Office on 01856 872044.

C On request - must be booked by 1400 on Saturday by calling our Kirkwall Office on 01856 872044. In the event of an urgent booking being required after this time, please contact 07841 452426.

Notes

All of these sailings with the exception of those marked * are request sailings and are timed to connect with the arrivals and departures of the ro-ro vessels at Rapness - normal fares will therefore apply. Any sailings outwith these times will be treated as hires and charged accordingly.

- All enquires to the Company's main office, Telephone 01856 872044.
- Passengers must be available for boarding **10 minutes** before departure times.
- No Show Charges** - All cancellations must be made at least **24 hours** before the intended time of travel or full charges may apply.
- For Conditions of Carriage of Passengers and Cargo see notices exhibited in the vessels, company premises and website.

RTIF PROGRAMME RECOMMENDATIONS

Orkney Islands Council

Strategic Tourism Infrastructure
Development Plan

January 2022

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1.0 INTRODUCTION

1.1 Background

1.1.1 Orkney Islands Council (OIC) has developed a Strategic Tourism Infrastructure Development Plan (STIDP / the Plan) to guide the long-term sustainable development of tourism across Orkney. The Plan has been funded by OIC and VisitScotland as part of the Rural Tourism Infrastructure Fund (RTIF).

1.1.2 Section 5.3 of the Plan identified a suite of Essential Projects that focus on key areas for investment and reflect the aims of the Strategy. These projects have been identified by the client, consultant team and stakeholders and were included in a draft Long List of projects provided to stakeholders during the development of the Plan.

1.1.3 Delivering these projects requires funding over a sustained period of time. This document outlines the projects that are recommended for submission to the RTIF for funding. These projects have been selected to reflect the criteria for RTIF funding and the need to deliver change on Orkney in a cohesive and integrated manner.

1.1.4 This document should be read in conjunction with the Orkney Strategic Tourism Infrastructure Development Plan (2022).

1.2 Overview of selected projects

1.2.1 The Plan identified six key areas for investment (see Section 4 of the Plan):

- **Area 1: Reinforce visitor infrastructure on the mainland**
- **Area 2: Drive regenerative tourism across the islands**
- **Area 3: Strengthen the attractions offer**
- **Area 4: Expand green & active travel / exploration**
- **Area 5: Diversify food & beverage and accommodation offer**
- **Area 6: Align marketing and information**

1.2.2 Essential Projects in three of these areas have been identified as meeting RTIF criteria for potential funding, acknowledging that the RTIF process is competitive and that some, all or none of the projects (or elements of the projects) will be selected for funding.

Area 1: Reinforce visitor infrastructure on the mainland

1.2.3 Dispersal of visitors is a key aim for the Strategy. However, visitors need services and facilities, and this requires investment and physical change. Critically, this change needs occur in a way that addresses current gaps in provision, supports community wellbeing, conserves the natural and cultural heritage of the islands, and reflects Orkney’s strong sense of place. To achieve this, the Strategy concentrates supporting visitor infrastructure in identified settlements across the mainland and linked isles. The following 6 locations have been identified for varying degrees of visitor infrastructure improvement and upgrade:

- Birsay Visitor Infrastructure and Landscape Connections (RTIF Project 1)
- St Margaret’s Hope Visitor Infrastructure (RTIF Project 2)
- Dounby Visitor Infrastructure (RTIF Project 3)
- Finstown Visitor Infrastructure (RTIF Project 4)
- Stromness Visitor Infrastructure (RTIF Project 5)
- Kirkwall Visitor Infrastructure (RTIF Project 6)

Area 2: Drive regenerative tourism across the islands

1.2.4 Orkney’s many islands have a multitude of diverse stories to tell. The variety of these islands, the idea that that are many “Orkneys”, is potentially a strong differentiator in a crowded tourism market and they are likely to be attractive destinations to key independent markets and small vessel cruise operators. There is scope to bring more of the islands into the overall tourism offer of Orkney. Consultation has identified that whilst there may be a need on the islands for the economic benefits that tourism can bring, there are also concerns that tourism could undermine the very qualities that make them unique such as their remoteness and tranquillity.

1.2.5 Developing tourism on the islands must therefore be community-led, with communities being supported to define and establish the nature of their tourism offer and how they wish to encourage and welcome visitors. To enable this, and to provide support for future

funding applications a programme of pilot studies is proposed to define a process and outputs for community-led tourism plans for the islands.

- Community-led Visioning Workshops and Masterplans (RTIF Project 7)

Area 4: Expand green & active travel / exploration

1.2.6 Bringing together low / zero carbon active travel opportunities with an enriched leisure offer for guests (and communities) is a win-win for Orkney and its visitors. The mainland, and islands, have a generally gentle but elemental landscape, well suited for exploration by foot and bike. Expansion of footpaths and cycle routes / facilities is therefore a key focus for investment. Three projects have been identified in the Plan to support this.

- Round Mainland Orkney Coastal Path (RTIF Project 8)
- Loop Paths Network (RTIF Project 8)
- Expand Cycle Network (RTIF Project 8)

1.2.7 These have been grouped together into a single project for the RTIF given the need to share officer resources and deliver an integrated active travel and leisure network.

Conclusion

1.2.8 These proposed projects, taken together would form a cohesive foundation for the reinforcement of the mainland's visitor infrastructure, the development of a regenerative and sustainable tourism offer on the islands and the creation of a robust and attractive active travel network for communities and visitors.

2.0 PROPOSED PROJECTS

2.1 Introduction

2.1.1 The following provides more detail on the selected projects, this material is extracted and summarised from the Plan, further details on these projects can be found in Appendix 1 of the Plan.

2.2 Birsay Visitor Infrastructure and Landscape Connections (RTIF Project 1)

2.2.1 Birsay is an established place to visit in Orkney with a number of key attractions as well as dramatic scenery and seascape. In order to support current, and potentially, higher levels of visitation and reduce the potential for disruption of local communities, additional infrastructure is needed in and around the settlement. This includes:

- Additional parking c. 20 spaces, plus coach space to ensure that visitors use parking facilities rather than roadsides.
- Upgraded public conveniences to adequately service visitors
- Electric vehicle charging for bicycles and cars, as well as cycle parking and shelter
- Improved bus stop
- Orientation / interpretation to encourage exploration within and around Birsay
- New active travel routes and walks in the landscape around Birsay
- Possible improved campervan parking at Marwick Head

2.2.2 The project will be developed through a community and place-led design and development process. Engagement with the local community is essential to ensure support and to harness local knowledge and experience. The exact nature and form of the project may evolve from that described above.

2.2.3 The following potential costs have been identified:

Key Components	Est Cost
Community-led planning and engagement process	£30,000
Additional car parking c. 20 spaces	£220,000
Upgraded toilet facilities	£50,000

Key Components	Est Cost
EV charging & bike shelters	£32,500
Additional Orientation / Interpretation	£45,000
Walks and routes	£15,000
sub-total	£392,500
Fees @ 25%	£98,125
Contingency @ 20% (Inc. on fees)	£98,125
Inflation - allowance of 15%	£88,313
total	£677,063

2.2.4 These exclude any land purchase costs.

2.2.5 In terms of timetable a c. 2 year programme is predicted including design and delivery (see Appendix A of this document). Negotiation with landowners will be required for the path network and may be required for the additional car parking. Planning consents would also be required, and sensitive designs developed that align with community aspirations and infrastructure needs.

2.3 St Margaret's Hope Visitor Infrastructure (RTIF Project 2)

2.3.1 St Margaret's Hope is an established place to visit with existing infrastructure, some limited enhancement is required, including:

- Electric vehicle charging for bicycles, as well as cycle parking and shelter
- Orientation / interpretation to encourage exploration within and around St Margaret's Hope
- Campervan waste disposal at St Margaret's Hope Ferry Terminal, or other suitable location away from the historic centre of St Margaret's Hope.

2.3.2 The following potential costs have been identified:

Key Components	Est Cost
Parking review and engagement with community	£10,000
EV charging & bike shelters	£25,000
Additional Orientation / Interpretation	£35,000
Installation of camper van waste disposal point	£30,000
Walks and routes	£10,000
sub-total	£110,000
Fees @ 25%	£27,500

Key Components	Est Cost
Contingency @ 20% (Inc. on fees)	£27,500
Inflation - allowance of 15%	£24,750
total	£189,750

2.3.3 These exclude any land purchase costs.

2.3.4 A c. 18 month year programme is predicted for design and delivery (see Appendix A). Delivery should be a relatively standard process, led by OIC with, if required, external design support. Minimal planning issues are anticipated given small scale of proposed works.

2.4 Dounby Visitor Infrastructure (RTIF Project 3)

2.4.1 Dounby is ideally located in the centre of the west mainland, between the western corner at Birsay and Kirkwall towards the east. Already having certain services, the small village has shops, a pub with accommodation, a church and community centre. Whilst it may not act as a destination, it can act as an enhanced service hub, with increased visitation and spending supporting local businesses. Key interventions include:

- Formalised and signed car parking area with electric vehicle charging points for cycles and cars
- Improved and enlarged public conveniences
- Waste disposal facilities for motorhomes
- Orientation and interpretation to connect local attractions and local area to the village

2.4.2 The project will be developed through a community and place-led design and development process based on the existing “Dounby Plan”. Engagement with the local community is essential to ensure support and to harness local knowledge and experience. The exact nature and form of the project may evolve from that described above.

2.4.3 The following potential costs have been identified:

Key Components	Est Cost
Parking area upgrading landscaping and zebra crossing	£85,000
Car and e-bike EV fast charging & bike shelters	£45,000

Key Components	Est Cost
Additional Orientation / Interpretation	£20,000
New Public WCs plus camper van waste disposal point	£85,000
sub-total	£235,000
Fees @ 25%	£58,750
Contingency @ 20% (Inc. on fees)	£58,750
Inflation - allowance of 15%	£52,875
total	£405,375

2.4.4 These exclude any land purchase costs.

2.4.5 In terms of timetable a c. 15 month programme is predicted for design and delivery (see Appendix A). Delivery should be a relatively standard process, led by OIC with, if required, external design support. Minimal planning issues are anticipated given current land-uses and context.

2.5 Finstown Visitor Infrastructure (RTIF Project 4)

2.5.1 Finstown is located halfway between Kirkwall and Dounby, and can help to service the west mainland. It already hosts a formalised and signed car parking area with electric vehicle charging points for cars and public conveniences. The St Magnus Way passes through the settlement. Proposed improvements at the existing parking site include:

- E-bike charging
- Updating of public conveniences
- Waste disposal facilities for motorhomes
- Orientation and interpretation to connect local attractions and local area to the village

2.5.2 The following potential costs have been identified:

Key Components	Est Cost
Updating of WCs and installation of camper van waste disposal point	£35,000
e-bike charging & bike shelter	£7,500
Additional Orientation / Interpretation	£20,000
sub-total	£62,500
Fees @ 25%	£15,625
Contingency @ 20% (Inc. on fees)	£15,625
Inflation - allowance of 15%	£14,063
total	£107,813

2.5.3 A c. 9 month programme is predicted for delivery (see Appendix A). Delivery should be a relatively standard process, led by OIC with, if required, external design support. Minimal planning issues are anticipated given current land-uses and context.

2.6 Stromness Visitor Infrastructure (RTIF Project 5)

2.6.1 Stromness is currently well served as a location but there is need for some improvements including:

- E-bike charging
- Waste disposal facilities for motorhomes (located adjacent to existing toilet facilities near the harbour area)
- One interactive display with information on local attractions, public transport, walking and cycling routes and interpretation

2.6.2 The following potential costs have been identified:

Key Components	Est Cost
Updating of WCs and installation of camper van waste disposal point	£35,000
e-bike charging & bike shelter	£7,500
Digital information panel, plus orientation, interpretation and wayfinding	£25,000
sub-total	£67,500
Fees @ 25%	£16,875
Contingency @ 20% (Inc. on fees)	£16,875
Inflation - allowance of 15%	£15,188
total	£116,438

2.6.3 A c. 12 month programme is predicted for delivery (see Appendix A). Delivery should be a relatively standard process, led by OIC with, if required, external design support. Minimal planning issues are anticipated given current land-uses and context.

2.7 Kirkwall Visitor Infrastructure (RTIF Project 6)

2.7.1 Kirkwall requires limited investment in new visitor infrastructure at this stage but there is a need for:

- E-bike charging and shelters, 2 separate locations
- Waste disposal facilities for motorhomes and also to serve coaches, hence proposed location adjacent to the toilets at the Hatston Terminal
- Two interactive displays with information on local attractions, public transport, walking and cycling routes and interpretation

2.7.2 The following potential costs have been identified:

Key Components	Est Cost
Updating of WCs and installation of camper van waste disposal point	£25,000
e-bike charging & bike shelter	£15,000
Digital information panels	£20,000
sub-total	£60,000
Fees @ 25%	£15,000
Contingency @ 20% (Inc. on fees)	£15,000
Inflation - allowance of 15%	£13,500
total	£103,500

2.7.3 In terms of timetable a c. 12 month programme is predicted for delivery (see Appendix A). Delivery should be a relatively standard process, led by OIC with, if required, external design support. Minimal planning issues are anticipated given current land-uses and context.

2.8 Community-led Visioning Workshops and Masterplans (RTIF Project 7)

2.8.1 While some islands have begun to prepare ideas and concepts for the development of tourism others are still early in that process. This project focusses on developing a series of pilot projects for Community-led Tourism Plans for each island. These would not be developed by external consultants in consultation with community, but rather by the community with support from external partners / consultants. Through a process of workshops, discussion and constructive debate each island would be enabled to develop a clear view of what they want to achieve through tourism and how they can go about it, including a definition of their tourism offer / marketing position and a clear action plan with proposals for fund raising and delivery.

2.8.2 At this stage, it is proposed to develop 5 Pilot Projects for islands of differing scales, needs and proximity to the mainland. The islands will be selected in consultation with Community

Councils and Development Trusts. Following the pilots, the methodology would be refined and, if successful, the programme would be rolled out to other islands.

2.8.3 The following potential costs have been identified:

Key Components	Est Cost
Brief preparation and procurement	£2,500
Delivery of 5 pilots	£40,000
Refinement of methodology	£2,500
sub-total	£45,000
Contingency @ 20%	£9,000
Inflation - allowance of 5%	£2,700
total	£56,700

2.8.4 In terms of timetable a c. 12 month programme is predicted for delivery (see Appendix A). Delivery should be a relatively standard process, led and procured by OIC.

2.9 Active Travel Network (RTIF Project 8)

2.9.1 This project brings together three STIDP projects into a single stream, to create a cohesive and integrated active travel and leisure network, the three STIDP projects are:

- Round Mainland Orkney Coastal Path
- Loop Paths Network
- Expand Cycle Network

2.9.2 These are briefly described below/

Round Mainland Orkney Coastal Path

2.9.3 Orkney has 570 miles of coastline, only some of which is accessible to walkers and cyclists, for example, Birsay to Stromness on the west coast of the mainland, much of South Ronaldsay, long stretches of the St Magnus Way, plus various routes on the wider islands. There is considerable potential to attract key target markets and to expand access to the coastline by filling gaps and creating a full coastal walk for Orkney. This would initially focus on the mainland and linked isles, with other islands potentially following incrementally, if appropriate to their island and the desires of their communities. The initial route would therefore be less than 570 miles

- 2.9.4 The development of a full coastal path network would join up the various existing paths including non-coastal, partially coastal routes and inland routes creating a strong new offer for Orkney as a place to explore safely and confidently of foot, whilst dispersing visitors across the land to take in the changing landscapes and seasons. It would be supported by signage, orientation and interpretation, highlighting routes, key stories and signposting attractions and assets.



Loop Paths Network

2.9.5 The Asset Audit revealed 18 advertised walking routes across the islands along with many additional public paths. Whilst the relatively gentle walking and cycling that Orkney's landscape offers should be an asset in itself, it is hindered by the disjointed and disconnected routes. Many of the paths are either a route from A to B, requiring walkers to turn back and return along the same route, or they feature dangerous or unappealing section including fast roads without pavements.

2.9.6 The lack of signage and wayfinding along the paths, discourages exploration of the wider landscape for fear of getting lost or not returning in good time. This is also compounded by the condition and / or visibility of routes i.e. they may not be well defined enough to encourage a walker to use them. The creation of shorter, inland loop routes, some adjoining coastal routes too, will combine existing routes with new routes, encouraging safe and confident exploration and supporting dispersal. The expansion of the loop path network would be supported by signage, orientation and interpretation

2.9.7 Examples of new routes could include:

- Expanding nature reserve walks across the islands to create wildlife focussed loops
- Carin-to-Cairn loop (between Cuween Cairn and Widedford Cairn)
- Happy Valley Loop around the wider landscape
- Upland walks in northeast mainland
- Loop walks in the wider landscapes around Lochs using the lochs as a centrepiece with occasional access to the shore where environmental constraints allow

2.9.8 There is also the potential to create an Orkney wide 'peak challenge' potentially linking and promoting: Ward Hill, Hoy (481m), Mid Hill, Mainland (275m), Blotchnie Field, Rousay (250m) and Fitty Hill, Westray (169m).

Expanded Cycle Network

2.9.9 Most cycle routes revealed in the Asset Audit are promoted by Northlink Ferries and range from 38km to 140km across the mainland and Hoy. Sustrans also advertises a Burwick to Kirkwall to Stromness route (NCN1) of 126km cutting through the mainland and South Ronaldsay.

2.9.10 There is scope to expand the network still, linking up more settlements, destination hubs and service hubs taking a cyclist through various landscape and to more attractions. It would be supported by signage, route information, cycle racks, covered cycle storage and electric bike charging points. Below shows these potential routes, all subject to further development.



2.9.11 An enhanced network will encourage dispersal and is environmentally sustainable, encouraging visitors to take this zero-carbon form of transport spending more time outdoors and at more attractions.

Delivery, Timetable and Costs

2.9.12 The development of the three projects would be delivered by two dedicated project officers in OIC (covering the Coastal Path, Loop Path and Cycle way projects). These additional roles would need to be externally funded. It is initially proposed that these roles would be hosted for three years to enable audit of the additional routes and planning and initial implementation of the projects.

2.9.13 It is anticipated that the full delivery of the projects will take longer than three years, particularly given need for landowner consent, planning etc and that further funding will be required in future years. This additional funding will need to be sought and obtained in the 1st three years.

2.9.14 In terms of design development and delivery, all routes and interventions would be fully assessed against environmental priorities and would be designed sensitively, with wildlife and habitats a priority. The routes would need to meet appropriate standards and there would need to be a cohesion in terms of the design of signage and furniture along the routes.

2.9.15 Landowner negotiation will be required to establish new paths / improve existing paths. Delivery and design works would then need to be implemented over an agreed period. This process would need to be led by an OIC team.

2.9.16 Initial costs have been estimated as follows:

- Two Project officer costs for 3 years are estimated at £300,000 inc overheads.
- Coastal Path - initial £250,000 exc VAT capital funding (budget allowance) to support the installation of footpath reinforcement, signage, styles etc. This budget allowance will need to be reviewed over the initial 3-year phase of the project to identify need for, and scale of further funding

- Loop Paths - initial £100,000 exc VAT capital funding (budget allowance) to support the installation of footpath reinforcement, signage, styles etc. This budget allowance will need to be reviewed over the initial 3-year phase of the project to identify need for, and scale of further funding.
- Cycle Network - initial £75,000 exc VAT capital funding (budget allowance) to support the installation of signage and shelters. Noting that the other Essential Projects for the 6 hubs identified above, include shelter provision and e-bike charging which would support the delivery of this project. This budget allowance will need to be reviewed over the initial 3-year phase of the project to identify need for, and scale of further funding

2.10 Overall Project Delivery

2.10.1 The STIDP has identified the need for a **Programme Manager** to support the further development and delivery of the Essential Projects (including those identified for potential funding through the RTIF) and to support partners with developing and driving forward the Desirable Projects.

2.10.2 This role would be situated within OIC to ensure coordination between key parties. The role would be required for at least 3 years (from early / mid-2022) and will require dedicated external funding of c. £175,000.

2.10.3 Funding for this post is being sought from the RTIF (noting that the proposed cost is less than 10% of the total project Cap Ex costs identified as for submission to the RTIF).

2.11 Summary of Costs

2.11.1 The following presents a summary over of the costs associated with the proposed projects

	Cost estimate	Notes
Area 1: Reinforce visitor infrastructure on the mainland		
Birsay Visitor Infrastructure and Landscape Connections	£677,063 exc VAT	Includes fees, contingency and inflation
St Margaret's Hope Visitor Infrastructure	£189,750 exc VAT	Includes fees, contingency and inflation

	Cost estimate	Notes
Dounby Visitor Infrastructure	£405,375 exc VAT	Includes fees, contingency and inflation
Finstown Visitor Infrastructure	£107,813 exc VAT	Includes fees, contingency and inflation
Stromness Visitor Infrastructure	£116,438 exc VAT	Includes fees, contingency and inflation
Kirkwall Visitor Infrastructure	£103,500 exc VAT	Includes fees, contingency and inflation
Area 2: Drive regenerative tourism across the islands		
Pilot projects for Community-led Tourism Plans	£56,700 exc VAT	Consultancy stage only Includes fees and contingency
Area 4: Expand green & active travel / exploration		
Round Mainland Orkney Coastal Path	£300,000 staff costs £250,000 exc VAT works	Includes for 2 officers for 3 years, plus initial cap ex allowance Officers also lead Loop Path and Cycle network projects
Loop Paths Network:	£staff inc. above £100,000 exc VAT works	initial cap ex allowance
Expand Cycle Network	£staff inc. above £75,000 exc VAT works	initial cap ex allowance

Total costs:**Cap ex and consultancy fees: £2,081,639 exc VAT****Active Travel Officers: £300,000****Programme Manager: £175,000****Total: £2,556,639 exc VAT**

APPENDIX A – TIMETABLE

		Year 1				Year 2				Year 3	
		2022				2023				2024	
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
AREA 1: REINFORCE VISITOR INFRASTRUCTURE ON THE MAINLAND											
Birsay Visitor Infrastructure and Landscape Connections	Community-led planning and engagement process										
	Feasibility and Design (to RIBA 3)										
	Land owner negotiation										
	Planning and consents										
	Detailed design and Delivery										
St Margaret's Hope Visitor Infrastructure	Parking review and engagement with community										
	Feasibility and Design (to RIBA 3) for paths and E-Bike										
	Planning and consents										
	Detailed design and Delivery										
Dounby Visitor Infrastructure	Feasibility and Design (to RIBA 3)										
	Planning and consents										
	Detailed design and Delivery										
Finstown Visitor Infrastructure	Feasibility and Design										
	Planning and procurement										
	Delivery										
Stromness Visitor Infrastructure	Feasibility and Design										
	Planning and procurement										
	Delivery										
Kirkwall Visitor Infrastructure	Feasibility and Design										
	Planning and procurement										
	Delivery										
AREA 2: DRIVE REGENERATIVE TOURISM ACROSS THE ISLANDS											
Community-led Visioning Workshops and Masterplans	Brief preparation and procurement										
	Delivery of 5 pilots										
	Refinement of methodology										

Appendix 7.

Archaeology Fund – 2022 Season

Applications approved under delegated powers

Name.	Project.	Assistance Approved.
Nick Card, ORCA, Orkney College UHI.	Excavations at Ness of Brodgar.	5.18% = £12,000.
Martin Carruthers, Archaeology Institute, Orkney College UHI.	Field project at The Cairns/ Windwick Bay, South Ronaldsay.	20.24% = £8,000.
Stephen Dockrill, Swandro Orkney Coastal Archaeology Trust.	Archaeological study of resource exploitation, sustainability and resilience at Swandro, Rousay.	10.53% = £4,000.
Dr Ingrid Mainland, Professor Jane Downes and Dan Lee, Archaeology Institute, Orkney College UHI.	Landscapes of Change, Rousay, Archaeology of the Rousay clearances and the Westness Estate.	20.59% = £11,000.
Stephen Dockrill, Swandro Orkney Coastal Archaeology Trust.	Scar 2: Survey of Viking Boat Burial in Sanday.	11.89% = £5,000.

Minute

Harbour Authority Sub-committee

Tuesday, 25 January 2022, 09:30.

Microsoft Teams.



Present

Councillors Andrew Drever, Robin W Crichton, David Dawson, Owen Tierney and Heather N Woodbridge.

Clerk

- Hazel Flett, Senior Committees Officer.

In Attendance

- Gareth Waterson, Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.
- James Buck, Head of Marine Services and Transportation and Harbour Master.
- David Sawkins, Deputy Harbour Master: Strategy and Support.
- Shonagh Merriman, Interim Corporate Finance Senior Manager.
- Sheila Tulloch, Solicitor.
- James Green, Senior Policy Planner (Development and Marine Planning) (for Items 1 to 9).
- Nick Hewitt, Team Leader – Culture (for Items 1 to 10).

Observing

- Garry Burton, Service Manager (Leisure and Culture) (for Item 10).
- Lorraine Stout, Press Officer.

Apology

- Councillor Graham L Sinclair.

Not Present

- Councillor Magnus O Thomson.

Declarations of Interest

- No declarations of interest were intimated.

Chair

- Councillor Andrew Drever, Vice Chair.

1. Form of Voting

The Sub-committee resolved that, should a vote be required in respect of the business to be considered at this meeting, notwithstanding Standing Order 21.4, the form of voting should be by calling the roll (recorded vote).

2. Disclosure of Exempt Information

The Sub-committee noted the proposal that the public be excluded from the meeting for Item 11, as the business to be discussed involved the potential disclosure of exempt information of the class described in the relevant paragraph of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

3. Revenue Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Interim Corporate Finance Senior Manager, the Sub-committee:

Noted:

3.1. The revenue financial summary statement in respect of the Scapa Flow Oil Port and Miscellaneous Piers and Harbours for the period 1 April to 31 December 2021, attached as Annex 1 to the report by the Head of Finance, which indicated a budget deficit position of £714,400.

3.2. The revenue financial detail by Service Area statement in respect of the Scapa Flow Oil Port and Miscellaneous Piers and Harbours for the period 1 April to 31 December 2021, attached as Annex 2 to the report by the Head of Finance.

The Sub-committee scrutinised:

3.3. The explanations given and actions proposed, in respect of significant budget variances, as outlined in the Budget Action Plan, attached as Annex 3 to the report by the Head of Finance, and obtained assurance that action was being taken with regard to significant budget variances.

4. Miscellaneous Piers and Harbours and Scapa Flow Oil Port

Minor Capital Improvement Programmes – Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Interim Corporate Finance Senior Manager, the Sub-committee:

Noted:

4.1. The summary position of expenditure incurred, as at 31 December 2021, against the approved Miscellaneous Piers and Harbours and Scapa Flow Oil Port minor capital improvement programmes for 2021/22, as detailed in section 4 of the report by the Head of Finance.

The Sub-committee scrutinised:

4.2. The detailed analysis of expenditure figures and progress updates, attached as Appendix 1 to the report by the Head of Finance, and obtained assurance with regard to significant budget variances and progress being made with delivery of the approved Miscellaneous Piers and Harbours and Scapa Flow Oil Port minor capital improvement programmes.

5. Miscellaneous Piers and Harbours

Revenue Maintenance Programme – Expenditure Monitoring

After consideration of a report by the Head of Finance, copies of which had been circulated, and after hearing a report from the Interim Corporate Finance Senior Manager, the Sub-committee:

Noted:

5.1. The summary position of expenditure incurred, as at 31 December 2021, against the approved Miscellaneous Piers and Harbours revenue maintenance programme for financial year 2021/22, as detailed in section 5.1 of the report by the Head of Finance.

The Sub-committee scrutinised:

5.2. The detailed analysis of expenditure figures and programme updates, attached as Appendix 1 to the report by the Head of Finance, and obtained assurance with regard to significant budget variances and progress being made with delivery of the approved Miscellaneous Piers and Harbours revenue maintenance programme.

6. Miscellaneous Piers and Harbours and Scapa Flow Oil Port

Draft Budgets 2022/23

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Interim Corporate Finance Senior Manager, the Sub-committee:

Noted:

6.1. That the respective budgets for Miscellaneous Piers and Harbours and Scapa Flow Oil Port, as trading activities, should normally be based on an assumption that a surplus could be generated from their activities.

6.2. That, after applying inflationary and budgetary assumptions detailed in sections 4.1 and 4.2 respectively of the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, the draft revenue budget in respect of the Miscellaneous Piers and Harbours for 2022/23 was indicating a net deficit of £1,899,500.

6.3. That, after applying inflationary and budgetary assumptions detailed in sections 4.1 and 4.4 respectively of the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, the draft revenue budget in respect of the Scapa Flow Oil Port for 2022/23 was indicating a net surplus of £596,000.

The Sub-committee resolved to **recommend to the Council:**

6.4. That the draft revenue budgets for financial year 2022/23 in respect of Miscellaneous Piers and Harbours and Scapa Flow Oil Port, attached as Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, be submitted to the Policy and Resources Committee for consideration through the budget setting process.

7. Miscellaneous Piers and Harbours and Scapa Flow Oil Port

Minor Capital Improvement Programmes – Proposed Programmes for 2022/23

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Deputy Harbour Master: Strategy and Support, the Sub-committee:

Noted:

7.1. That the Non-General Fund capital programme included annual budget allocations for 2022/23 as follows:

- Miscellaneous Piers and Harbours – £300,000.
- Scapa Flow Oil Port – £150,000.

7.2. That the draft programmes in respect of minor capital improvements for 2022/23 were costed as follows:

- Miscellaneous Piers and Harbours – £731,700.
- Scapa Flow Oil Port – £380,000.

7.3. That, although revenue budgets in respect of the Miscellaneous Piers and Harbours and Scapa Flow Oil Port accounts for 2022/23 had not yet been set, the draft revenue budgets reflected the associated loan charges in respect of the proposed minor capital improvement programmes.

The Sub-committee resolved, in terms of delegated powers:

7.4. That, subject to an adequate budget being established, the programmes of Minor Capital Improvements for Miscellaneous Piers and Harbours and Scapa Flow Oil Port for 2022/23, attached as Appendices 1 and 2 respectively to this Minute, be approved.

The Sub-committee resolved to **recommend to the Policy and Resources Committee:**

7.5. That the capital allocation within the Non-General Fund capital programme for 2022/23 be increased from £300,000 to £731,700 in respect of minor capital improvement works for Miscellaneous Piers and Harbours.

7.6. That the capital allocation within the Non-General Fund capital programme for 2022/23 be increased from £150,000 to £380,000 in respect of minor capital improvement works within Scapa Flow Oil Port.

8. Miscellaneous Piers and Harbours

Revenue Maintenance Programme – Proposed Programme for 2022/23

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Deputy Harbour Master: Strategy and Support, the Sub-committee:

Noted:

8.1. That provision had been made within the draft budget for 2022/23 in respect of revenue maintenance works for Miscellaneous Piers and Harbours, amounting to £2,583,300, to be funded from an anticipated underspend on maintenance and repair works in 2021/22 of £923,300 and the remainder from within the Miscellaneous Piers and Harbours Account.

The Sub-committee resolved, in terms of delegated powers:

8.2. That, subject to an adequate budget being established, the programme of revenue maintenance for Miscellaneous Piers and Harbours for 2022/23, attached as Appendix 3 to this Minute, be approved.

9. National Planning Framework 4

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Head of Marine Services and Transportation and Harbour Master, the Sub-committee:

Noted:

9.1. That, on 10 November 2021, the Scottish Government issued a consultation on the National Planning Framework 4, with a closing date of 31 March 2022.

9.2. That, as a Statutory Harbour Authority, the Harbour Authority could respond as a developer and operator to the consultation on the National Planning Framework 4.

9.3. That Orkney Islands Council, as a Local Authority, would be responding to the consultation document, after due consideration by the Development and Infrastructure Committee.

9.4. The proposed response by the Harbour Authority, attached as Appendix 1 to the report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services.

The Sub-committee resolved to **recommend to the Council**:

9.5. That the response by the Harbour Authority to the consultation by the Scottish Government in respect of the National Planning Framework 4, attached as Appendix 4 to this Minute, be approved.

9.6. That the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should submit the Harbour Authority's response in relation to the consultation in respect of the National Planning Framework 4, to the Scottish Government by the deadline of 31 March 2022.

10. HMS Royal Oak and Scapa Flow Memorial Building

After consideration of a joint report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services and the Executive Director of Education, Leisure and Housing, copies of which had been circulated, and after hearing a report from the Deputy Harbour Master: Strategy and Support, the Sub-committee:

Noted:

10.1. That the existing wooden shed at the Harbour Authority Building, Scapa, consisting of a store for the Harbour Authority and a HMS Royal Oak display, was in poor condition, with the associated memorial garden in need of a revamp.

10.2. The Stage 1 Capital Project Appraisal in respect of the proposed construction of a new store and display/exhibition building and a new outside area for the Harbour Authority, attached as Appendix 1 to the joint report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services and the Executive Director of Education, Leisure and Housing.

The Sub-committee resolved to **recommend to the Council**:

10.3. That, as an exception to the Capital Project Appraisal process, in order to maximise time limited external funding, the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services should submit, to the Policy and Resources Committee, a Stage 2 Capital Project Appraisal in respect of the proposed new store and display/exhibition building and a new outside area for the Harbour Authority adjacent to the Harbour Authority Building, Scapa.

11. Proposed Harbour Charges

On the motion of Councillor Andrew Drever, seconded by Councillor Robin W Crichton, the Sub-committee resolved that the public be excluded from the meeting for this item on the grounds that it involved the disclosure of exempt information as defined in paragraph 9 of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973 as amended.

After consideration of a report by the Interim Executive Director of Finance, Regulatory, Marine and Transportation Services, copies of which had been circulated, and after hearing a report from the Head of Marine Services and Transportation and Harbour Master, the Sub-committee:

Resolved to **recommend to the Council** that the Orkney Islands Council Harbour Authority Schedule of Charges, attached as Appendix 5 to this Minute, be approved, to take effect from 1 April 2022.

The above constitutes the summary of the Minute in terms of the Local Government (Scotland) Act 1973 section 50C(2) as amended by the Local Government (Access to Information) Act 1985.

12. Conclusion of Meeting

At 10:44 the Vice Chair declared the meeting concluded.

Signed: Andrew Drever.

Miscellaneous Piers and Harbours Works for 2022-2023

<u>Detail</u>	<u>Minor Capital</u>	<u>Details</u>
2021/22 projects		
Egilsay & Wyre Pier Lighting Upgrade	1,500	Final Retention Payment
Coplands Dock Access Road Wall	1,800	Final Retention Payment
Kettletoft Pier Repairs	160,000	Carry over (not yet out to tender)
Flotta Waiting room	3,400	Final Retention Payment
Sub total	166,700	
Known 2022/23 projects		
Nordic sea berthing improvements	225,000	Separate CPA project but will require funding
Sub total	225,000	
Proposed 2022/23 projects		
Fender Re-design and installation (Kirkwall, Lyness)	160,000	Kirkwall & Lyness linkspan berths
Kirkwall Pier Deck Slab Replacement (North Pier Extension)	-	£185k, move to 23/24
Hatston Pier Lighting - LED lighting upgrade	60,000	Lamphead replacement only, no civils required.
Stromness Pier marshalling area lighting upgrade	120,000	New columns required, cable tray, foundations.
Sub total	340,000	
Grand total	731,700	

Minor Capital Works Scapa Flow Oil Port for 2022/23

Detail	Budget 2022/23	Details
Scapa Flow Oil Port		
Oil Pollution Equipment - Booms	55,000	New Quick Deployment Boom - c/f from 21/22
Oil Pollution Equipment - Industrial Steam Pressure Washer	25,000	c/f from 21/22
2No Vans - replacement for old vehicles as per OIC vehicle replacement plan	50,000	
Disaster Recovery / Business continuity - VTS service site and back up	250,000	Will be a separate project via CPA process but will need funding.
SFOP Total	380,000	

Miscellaneous Piers and Harbours Works for 2022-2023

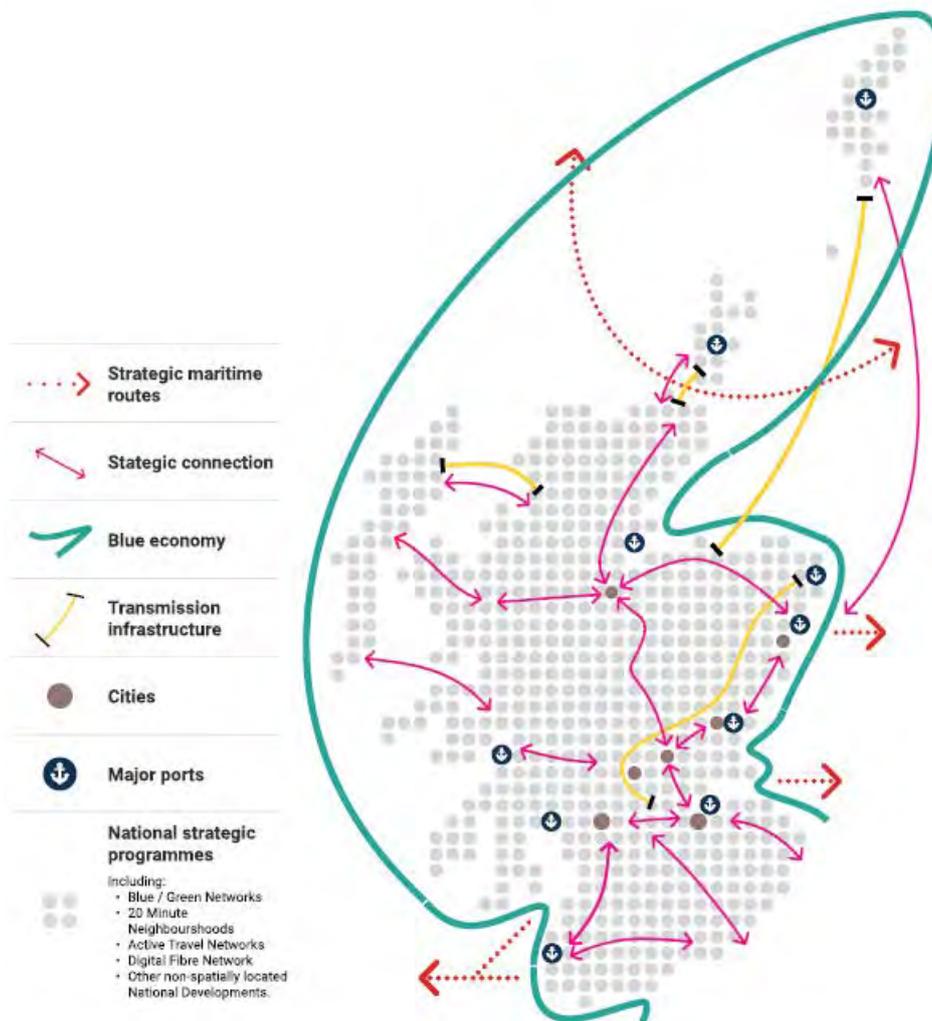
Detail	Revenue	Details
2021/22 projects		
Sanday Linkspan Painting	8,750	Final Retention Payment
Graemsay Pier Repairs	-	£1,500 to R53 119 000
Kirkwall Pier capsil replacement	1,700	Final Retention Payment
Eday Watermain	550	Final Retention Payment
North Isles Surfacing and Lining (Rapness and Loth)	1,800	Final Retention Payment
North Isles Fender Repairs (Rapness and Loth)	50,000	Carry over (Works at one pier likely not complete due to material delays)
Rousay Pier Repairs	1,500	Final retention
Scapa Pier Power Upgrade	150,000	Carry over (not yet out to tender)
Supply of Marine Fenders 2021/22	50,000	Carry over (contract awarded, however min 14 weeks lead time on fenders)
Nordic Sea - alterations and urgent repairs to Papa Westray and Westray (Pierowall) Terminals	50,000	Carry over (not yet out to tender)
Kirkwall Linkspan Painting and Repair	200,000	Carry over (not yet out to tender)
Rousay Ferry Terminal Car Park Drainage	9,000	Carry over (not yet out to tender)
Lyness Remediation	400,000	Carry over (Not yet awarded)
Sub total	923,300	
Known 2022/23 projects		
Stronsay West Pier Repairs	500,000	
North Isles fender chains and hydac rubber replacement to Eday and Stronsay	150,000	
Kirkwall Pier Basin Corner Repairs	450,000	
Kirkwall Pier re-lining of marshalling area and new railings	20,000	
Hydrographic Surveys (5 year programme)	-	50k but not R419 code, charged against each pier code.
North Isles Ferry Terminal Lining (Eday and Stronsay)	25,000	
Eday Pier fender replacement (2 fenders damaged by MV Varagen to be replaced)	-	£100k approximately - not in budget, paid for by insurers
Sub total	1,145,000	
Proposed 2022/23 projects		
Burray power and lighting works (including supply of columns and electrical works)	60,000	Works to complete new power supply and lighting works
Burwick Pier cone fenders and ladders	20,000	Required to ensure continued safe operation of berth
Eday Pier electrics and earthing	60,000	Electrics, earthing and cable tray repairs
Flotta Gib pier wiring and earthing improvements and surfacing to Linkspan	100,000	
Flotta Sutherland Pier capsil rail and armco barrier	-	40k, move to 23/24
Holm pier lighting repair/replacement	15,000	Lamphead replacement only, no civils required.
Hatston Slip slabs repairs	-	100k, move to 23/24
Lyness repairs to railings at Linkspan	5,000	Small works
Loth Pier lighting replacement	80,000	New columns and heads, civils required
Pole Star Pier concrete repairs and ladder replacement	-	25k, move to 23/24
Scapa Pier capsil repair	20,000	Existing capsil in poor condition
Stromness South Pier drainage and water supply under pier deck	80,000	Make good access to to underside and water pipe repairs
Stromness South Pier railings and edge protection to Graemsay berth	5,000	Edge protection
Stromness linkspan painting	-	175k, move to 23/24, poor condition though
Rapness Pier lighting repair/replacement	70,000	Lamphead and column replacement only, limited civils required.
Sub total	515,000	
Grand total	2,583,300	

Consultative Document National Planning Framework 4 – Response by Orkney Harbour Authority

- Response to Scottish Government regarding consultation draft document “Our Fourth National Planning Framework” issued on 10 November 2021, with consultation closing on 31 March 2022.
- Response by Orkney Harbour Authority, Orkney Islands Council as a Statutory Harbour Authority, developer and operator.
- With reference to specific page numbers and questions in the document issued on 10 November 2021, as follows:-

Page 5 “National Planning Strategy”

National Spatial Strategy



This initial map indicates strategic maritime routes, but this does not include the important strategic maritime route between Orkney (Kirkwall) and Aberdeen and Shetland (Lerwick) operated on behalf of the Scottish Government under a PSO by Serco NorthLink. We feel that this is a major omission and should be corrected.

In order to provide evidence of the reason for this we attach to this response the Marine Service's Annual Reports for the last two years which clearly show the amount and importance of the maritime connections to Aberdeen and Shetland (Lerwick). Noting that these annual reports include the statistics from Orkney Harbour authority.

It is noted that this map does indicate "major ports" in Orkney, which do not appear as major or important infrastructure elsewhere in the consultation document.

Pages 8 & 9 "Productive Places & Distinctive Places"

Q1: Do you agree that this approach will deliver our future net zero places which will be more resilient to the impacts of climate change and support recovery of our natural environment?

Q4: Do you agree that this approach will deliver our future places which will be distinctive, safe and pleasant, easy to move around, welcoming, nature-positive and resource efficient?

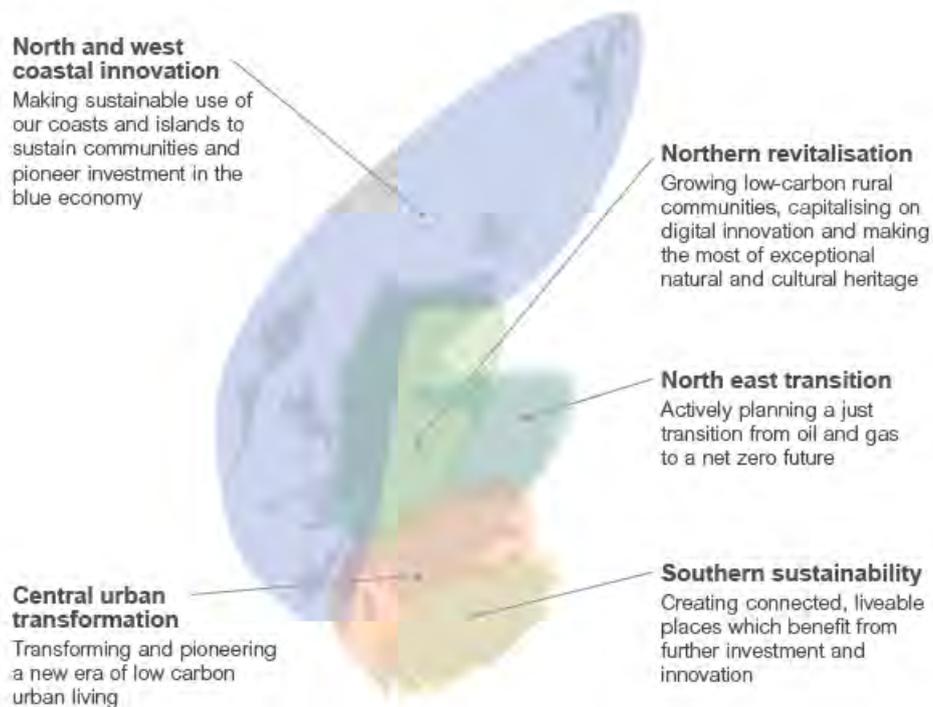
Q5: Do you agree that the spatial strategy will deliver future places that overall are sustainable, liveable, productive and distinctive?

As will be indicated later in this response we fully support the aim to attract new business and investment at the same time as maintaining the environment. But due to the way in which the consultation document has been laid out and set it would appear that the vast majority of the investment, new business etc will be in the Central Belt and NE Scotland. This would appear to be in the main due to the lack of detailed information as to what is happening in the north of Scotland – although this was supplied and updated by the Harbour Authority during the call for information stage in generating the consultation document. We strongly suggest that this is corrected.

Page 11 “Action Areas for Scotland 2045”

Action areas for Scotland 2045

Each part of Scotland can make a unique contribution to building a better future. Our shared spatial strategy will be taken forward in five action areas. Each area can support all spatial principles, and the following section sets out priorities for each of the action areas.



Q7: Do you agree that these spatial strategy action areas provide a strong basis to take forward regional priority actions?

We do not believe that the spatial action areas will provide a strong basis to move forward. As indicated in the response to pages 8 and 9 linking Orkney to “North and west coastal in innovation” area does not show the strategic importance of Orkney Harbours and the links with the NE of Scotland. Reference should be made back to the response to page 5 and associated documents and the lack of business importance placed on net or zero carbon based fuels, infrastructure and off-shore wind plans for the future. Orkney Harbours is more than innovation, it is “energy into the future” and reference should be made to the approved Orkney Harbours Masterplan Phase 1 on www.orkneyharbours.com for further details. It would appear that the consultation document has been generated using the Islands Growth Deal details alone and does not include any further details that exist or were supplied during the call for ideas stage. This should be corrected.

Pages 12 & 13 “North and west coast innovation”

North and west coastal innovation

Innovate Revitalise Transition Transform Sustain

This area broadly comprises the island communities of Shetland, Orkney, the Western Isles, and parts of Highland and Argyll and Bute including the north and west mainland coastline.

Scotland's north and west coast and islands will be at the forefront of our efforts to reach net zero emissions by 2045. This is a diverse area, from Shetland and Orkney in the north, to the Outer and Inner Hebrides and the coastal areas of Highland and Argyll and Bute. Coastal innovation is not unique to this area, but as one of the most renewable energy rich localities in Europe with significant natural resources, there is a real opportunity for this part of Scotland to support our shared national outcomes.

The area benefits from an exceptional environment with coastal and island landscapes that are an important part of Scotland's national identity. It is rich in biodiversity, sustaining many internationally significant ecological sites and species including some of the best remaining temperate rainforest sites in Europe. The islands vary in character. Each has a rich history and distinctive cultural heritage including the St Kilda and the Heart of Neolithic Orkney UNESCO World Heritage Sites. These assets require careful and sustainable management. The relatively high levels of community land ownership and strong ties with the land and sea reflect this area's strong sense of place and local resilience. Scotland's National Islands Plan¹ aims to grow the population and economy, improve transport and housing, and ensure island communities are served by the facilities, jobs, education and services they need to flourish. Environmental wellbeing, clean and affordable energy, strong communities, culture and identity are also priorities.

Key centres where lifeline links provide access to the islands include Lerwick, Kirkwall, Stromness, Stornoway, Wick and Thurso, Ullapool, Mallaig and Oban, whilst Tarbert, Lochgilphead and Campbeltown are important hubs towards the south of the area. These centres provide important services to their wider hinterlands. Local projects are ongoing, including the

regeneration of Stromness, the Stornoway Deep Water Port development, the linked Islands Growth Deal Outer Hebrides Energy Hub project in Stornoway, and the Islands Growth Deal Knab Redevelopment project in Shetland.

There will be significant climate challenges for this part of Scotland. Island and coastal ecosystems, and the communities they support, are naturally more vulnerable to the effects of climate change, sea level rise and extreme events. Of particular concern are the impacts on vulnerable low-lying coastal zones and infrastructure, with potentially wide-ranging effects from biodiversity loss to sea level rise, coastal erosion, flooding and landslips. If we do not take action to plan and build their resilience, including investment in nature-based solutions, island and coastal communities could suffer disproportionately from the impacts of climate change.

A climate and nature conscious approach to development of this area can help to tackle wider challenges. Around 94 of our 900 islands are permanently inhabited, and the size and composition of each population has changed over the years. An ageing population will mean that we need to do more to reverse past patterns of population decline and sustain local facilities and services that support rural and dispersed communities.

¹ Introduced as a result of the Islands (Scotland) Act 2018

Housing and public service provision, transport, energy consumption and fuel poverty will continue to be significant challenges. Employment varies across the area, and can tend to rely on the public sector, tourism and lower wage sectors, limiting the scope and choice of skilled jobs in some locations. Where skilled jobs exist it can be difficult to attract and retain a local workforce, underlining the importance of building skills to support future investment. There are challenges arising from the end of free movement and changing markets, and the agriculture and fishing industries will need support to ensure the long term sustainability of communities.

Alongside Scotland's marine planning authorities, we can work with the area's exceptional assets and natural resources to build a more resilient future for Scotland's island and coastal communities. In this area we will:

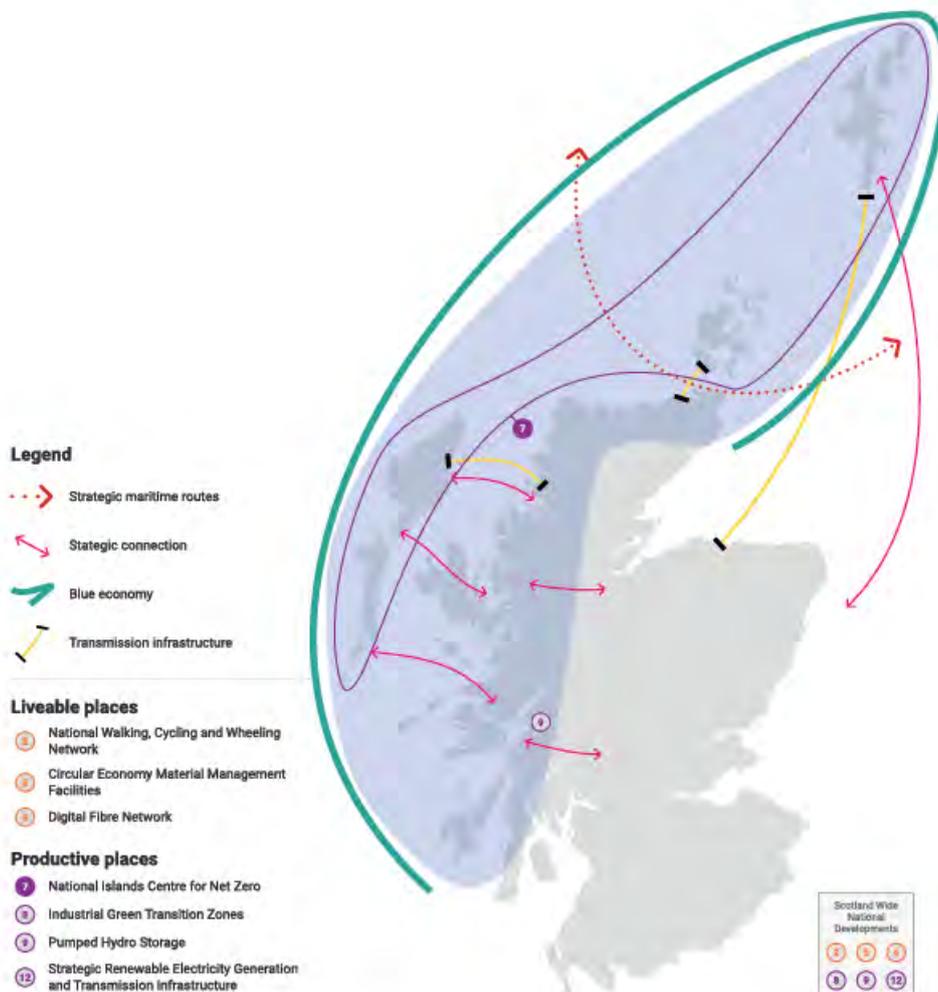
- create carbon-neutral coastal and island communities;
- support the blue and wellbeing economies;
- protect and enhance blue and green infrastructure; and
- strengthen resilience and decarbonise connectivity.



The title for this section indicates “innovate” only when it is clear from the information supplied during the call for ideas stage that Orkney should also be highlighted as “Transition”, “Transform” and “Sustain” as well. Scapa Flow is mentioned with reference to future fuels which is part of the Islands Growth Deal, but in turn is part of the approved Orkney Harbours Masterplan Phase 1. This detail and omission of the additional information supplied adds to our believe that the Islands Growth Deal alone has been used for the information for this section – which is clearly inaccurate when all details are considered. This should be corrected.

Pages 14 – 18 “North and west coastal innovation”

North and west coastal innovation



(note only page 14 is shown above)

Q8: Do you agree with this summary of challenges and opportunities for this action area?
Q9: What are your views on these strategic actions for this action area?

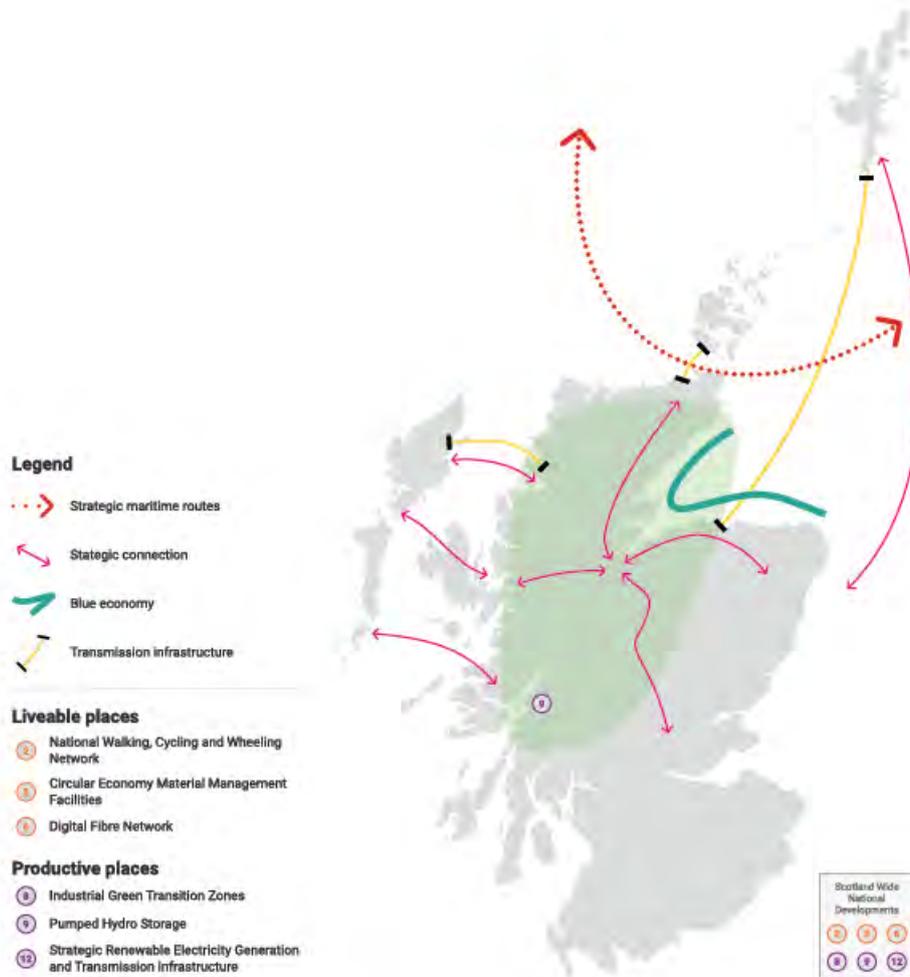
We do not agree that the summary of challenges or strategic actions set out in this section reflect the opportunities for Orkney. Again, there is a mention of Scapa Flow as part of the Islands Growth Deal but does not include the details supplied and contained within the Orkney Harbours Masterplan Phase 1. The title only contains the word “innovation” which is not correct, as per the response to pages 11 and 12 there is “transition”, “transform” and “sustain” all included in the Orkney Harbours plans for the future.

Although “major ports” were indicated on page 5 these do not exist in this section or on page 25 (see comment in the relevant part of this response). This is a major omission and should be corrected – there are strategic links to Aberdeen and Shetland, through existing business and in the Orkney Harbours Masterplan Phase 1 all as shown in the attached supporting documentation.

Page 20 “Northern Revitalisation”

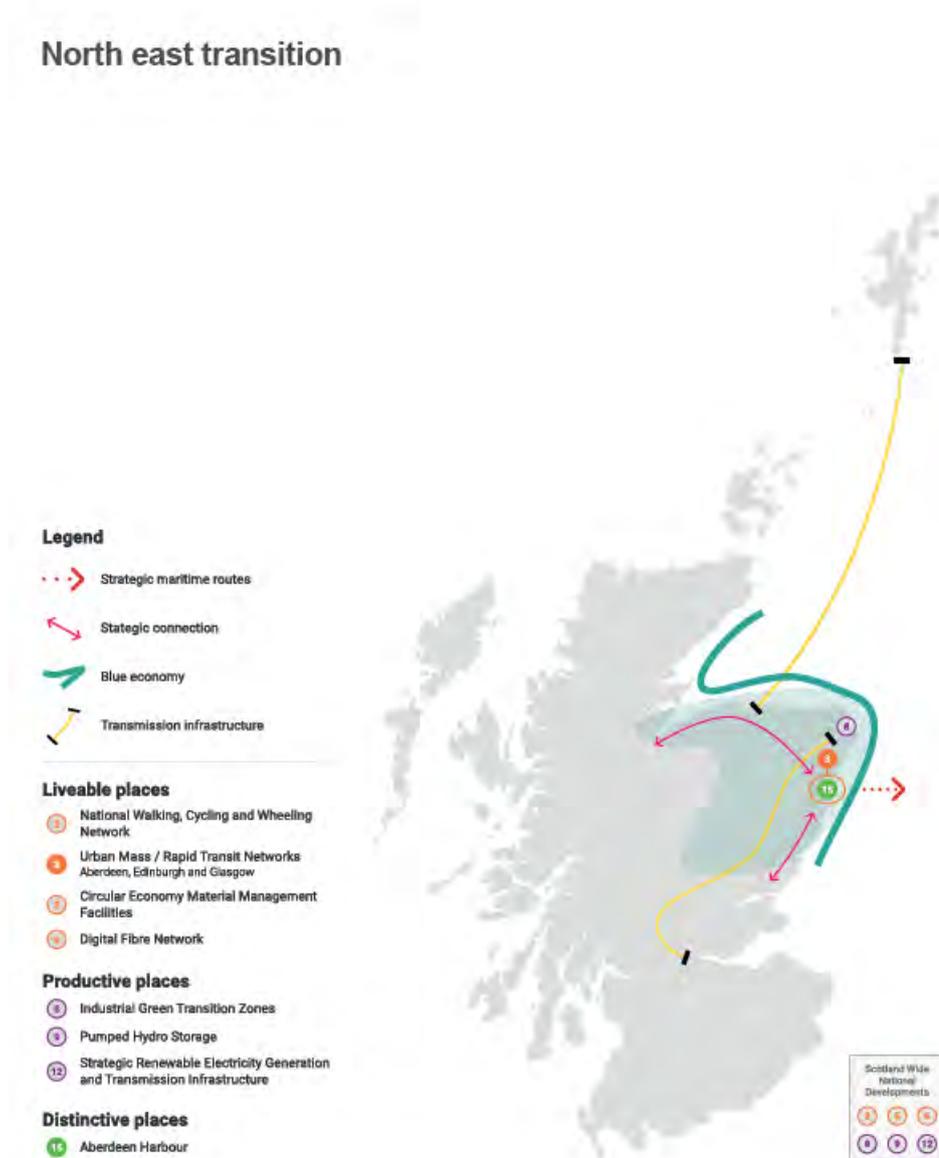
This being titled “Revitalise” in the title contained on page 19

Northern revitalisation



In compartmentalising large areas of Scotland as shown in the consultation document there is the real possibility of setting up one part of Scotland almost against another. As shown in page 5 there is a strategic link between Orkney and Scrabster – this in turn leads to business connections between the north of Scotland and Orkney, which in turn could be part of the “revitalisation” of the northern area. This is not indicated due to the apparent compartmentalisation of Scotland in the consultation document. Initial inspection of the map on page 20 would indicate that there are no ports in the northern area – which is not the case and should be corrected, with any positive effects added to the overall NPF document.

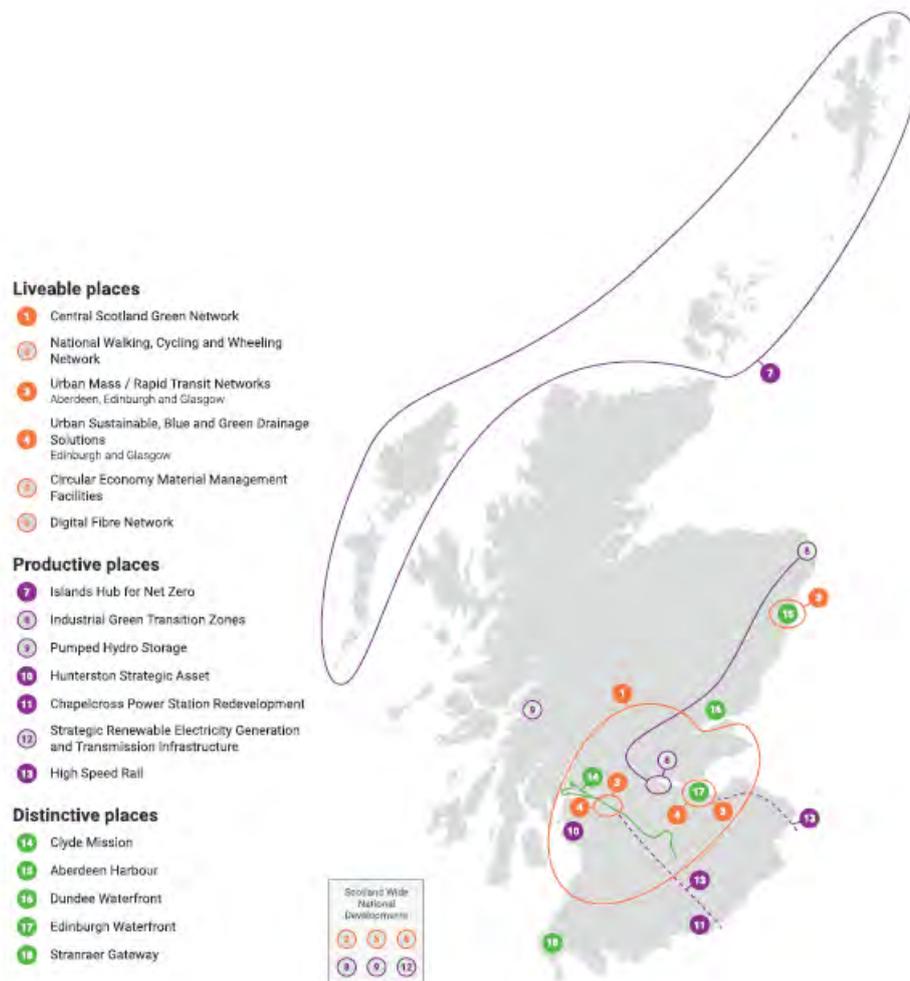
Page 26 – “North east transition”



On inspection of this map and others for the areas contained within the draft document it would appear that the only harbour outside of the central belt of Scotland is “Aberdeen Harbour” as this is the only one indicated as a “distinctive place” on this page. This is despite the indication on page 5 of “major ports” being in Orkney, this is a serious omission and should be corrected – taking into consideration that including the information supplied that there are and will be strategic, business and economic links between the areas. In addition, the North east area also has the word transition attached as a label – to anyone reading this consultation document this would be very mis-leading as Orkney Harbours are involved in many ways in the transition from a carbon based economy to a net and zero based carbon economy.

Page 45 “National Developments”

National Developments



The only “Distinctive Place” harbour that is listed is Aberdeen Harbour which is apparently due to no other Harbours in the relative areas being listed – this cannot be correct as Ports and Harbours in Scotland play a vital role in all aspects of business, employment and the economy. Throughout the consultation document the role of Ports and Harbours is not mentioned and should be corrected – the information supplied by Orkney Harbours clearly shows this.

As previously stated in this response it is considered that the only document used for inclusion/information used is the Islands Growth Deal. This appears to be confirmed in this map where the area including Orkney has one item listed as “Islands Hub for Net Zero” which is one and only one of many projects within the Islands Growth Deal. We strongly suggest that this section is re-written to include the information

and details supplied with reference to Orkney Harbours which shows more than just innovation. Further to this on page 5 Orkney is listed as having “major ports”, where are the major ports indicated in this consultation document? The Annual Reports provided show that they should be shown and be considered the same as any other port in Scotland and the UK.

Pages 52 and 53 “National Developments to deliver sustainable, productive places, 7. Islands Hub for Net Zero”

National developments to deliver sustainable, productive places

7. Islands Hub for Net Zero

Description

This national development supports proposed developments in the Western Isles, Shetland and Orkney island groups, for renewable energy generation, renewable hydrogen production, infrastructure and shipping, and associated opportunities in the supply chain for fabrication, research and development, in particular at the proposed Orkney Research and Innovation Campus. Any strategy for deployment of these technologies must enable decarbonisation at pace and cannot be used to justify unsustainable levels of fossil fuel extraction or impede Scotland’s just transition to net zero.

This is aligned with low carbon energy projects within the Islands Growth Deal and encompasses other projects that can facilitate net zero aims.

The use of low and zero emission fuels will play a crucial role in decarbonising island and mainland energy use, shipping, strengthening energy security overall and creating a low carbon energy economy for the islands and the islanders. The developments will add value where they link into national and international energy, learning and research and development networks. There may also be opportunity for ports in the islands to establish themselves as near-Arctic marine transport and logistics hubs, including for transshipment operations.

Location

Western Isles, Shetland, Orkney and surrounding waters.

Need

These classes of development support the potential of the three island authorities to exemplify a transition to a net zero society. This will support delivery of our spatial strategy by helping to sustain communities in rural and island areas by stimulating employment and innovation.

Designation and classes of development

A development in the location within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as ‘major’ by ‘The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009’, is designated a national development:

- a) Buildings, land and structures for development providing employment related to delivering the Islands Hub for net-zero;
- b) New or updated on and/or offshore infrastructure for energy generation from renewables of or exceeding 50 megawatts capacity;
- c) Electricity transmission cables and converter stations on and offshore of or exceeding 132kv;
- d) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport and storage infrastructure;



(note only page 52 shown)

It would appear that this section confirms that only information contained within the Islands Growth Deal has been used to generate this consultation document. The Islands Hub for Net Zero is only one of many projects within the Islands Growth Deal which in turn contains, as a separate project, the Future Fuels Hub facility in Scapa Flow. The Islands Hub for Net Zero is an all Islands project, ie the three Island groups as indicated in this area. This would appear to provide further confirmation that this is why this area has been formed – but without taking into consideration any of the information provided by Orkney Harbours during the call for ideas stage in generating this consultation document. The information supplied and updated clearly shows that Orkney Harbours is involved and is developing more than “innovation”; it is providing facilities and the ability to move from a carbon based economy to a net zero and then a zero based carbon economy taking into account the Scottish Government’s deadlines. This appears to have been totally ignored. We suggest that this is properly considered and that all necessary additions and alterations are made to the NPF4 document before it is laid before the Scottish Parliament for approval and adopted by Scottish Ministers. There is no mention of the Scapa Deep Water Quay development, the extension of Hatston Pier, Kirkwall, the link with off-shore wind and ScotWind – all of which are a vital part in meeting relevant deadlines and improving the overall worldwide environment.

Pages 62 and 63 “Aberdeen Harbour”

15. Aberdeen Harbour

This national development supports the continued and repurposing of Aberdeen Harbour. The harbour is a strategically important asset supporting the economy of the north east of Scotland.

The south harbour can act as a cluster of port accessible offshore renewable energy research, manufacturing and support services. The facilities are also important for international connections.

At the south harbour the focus should be on regenerating existing industrial land and reorganising land use around the harbour in line with the spatial strategy of the local development plan. By focusing future port activity here, parts of the existing harbour in the city centre will become available for mixed use development, opening up development land to help reinvigorate in Aberdeen city centre.

This can help provide significant economic opportunities, in line with the objectives of the Aberdeen City Region Deal. Environmental benefits, for example to enhance access and improve the quality of green space and active travel options should be designed in to help offset any potential impacts on the amenity of local communities with relevant projects addressing environmental sensitivities through careful planning, assessment and implementation. As part of the consenting process, consideration through all relevant statutory assessment regimes such as Environmental Impact Assessment (EIA) and Habitats Regulations Appraisal (HRA) will be required, where applicable at project level.

The extent to which this should include additional business and industrial development outwith the existing north and south harbours is a matter to be determined in the relevant local development plan, and is outwith the scope of this national development.

Location

Aberdeen Harbour, Aberdeen South Harbour.

Need

This national development supports the optimisation of Aberdeen Harbour to support net zero and stimulate economic investment. It is also a significant opportunity to support better placemaking including city centre transformation, and regeneration of existing land by optimising the use of new and existing assets. This will deliver our spatial strategy by helping the north east of Scotland to achieve a just transition from a high-carbon economy whilst improving quality of place.

- d) Buildings and facilities for commercial, manufacturing and industrial uses;
- e) Infrastructure for renewable hydrogen production and hydrogen production related chemicals including ammonia; and
- f) Transport infrastructure, including for sustainable and active travel, for the South Harbour as supported by the Aberdeen City Region Deal.

Designation and classes of development

A development in the location within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as ‘major’ by ‘[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)’ is designated a national development:

- a) Mixed use development reusing land at the existing (north) Aberdeen Harbour;
- b) Upgraded port facilities at Aberdeen Harbour and completion of South Harbour;
- c) New and/or upgraded green infrastructure;

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.



It would appear that this is the only harbour detail within the consultation document. This is a serious error, as indicated ports and harbours are an important part of the Scottish and UK economy in all respects. With the information supplied we strongly

suggest that the attached “Orkney Harbours” document is included in the final version of NPF4. This shows, along with supplied information, the vital economic, employment and business role that Orkney Harbours provides – details being contained within the Annual Reports.

Page 75 “Infrastructure first”

Infrastructure first

We want an infrastructure-first approach to be embedded in Scotland’s planning system.

An infrastructure-first approach to planning means putting infrastructure considerations at the heart of place making. It is based on:

- early engagement and collaboration between relevant stakeholders to better inform land use and investment decisions;
- having an evidence based understanding of potential impacts on infrastructure and infrastructure needs from early in the development planning process;
- providing clarity over infrastructure requirements and their planned delivery to meet the needs of communities; and
- ensuring infrastructure considerations are integral to planning decision making.

Taking an infrastructure first approach will support the provision of the infrastructure, services and facilities that are necessary to create liveable and sustainable places. It can also support our drive towards a more sustainable use of infrastructure, making better use of existing assets and prioritising low-carbon infrastructure, supporting Scotland’s transition to net zero.

Policy 8: Infrastructure First

- a) Local Development Plans and delivery programmes should be based on an **infrastructure-first approach**. They should:
- align with relevant infrastructure plans and policies; including the Infrastructure Investment Plan (investment hierarchy) and National Transport Strategy (sustainable travel and investment hierarchies), the Strategic Transport Projects Review, and the National Marine Plan;
 - be informed by evidence on infrastructure capacity, condition, needs and deliverability;
 - set out the infrastructure requirements of the spatial strategy, informed by the evidence base, and how and by whom this will be delivered; and

- indicate the type, level and location of the contributions (financial or in kind) that development will be required to make.

- b) Where a development proposal **creates an infrastructure need**, it should demonstrate how account has been taken of the Scottish Government Investment Hierarchy, including the utilisation of existing infrastructure.
- c) Development proposals which **provide (or contribute to) infrastructure that is identified as necessary in Local Development Plans and their delivery programmes** should be supported.
- d) Development proposals should **mitigate their impacts on infrastructure**. Development proposals should not be supported unless provision is made to mitigate those impacts. Where planning conditions, planning obligations or other legal agreements are to be used, the relevant tests should be met.

Policy 8: Infrastructure First

Q30: Do you agree that this policy ensures that we make best use of existing infrastructure and take an infrastructure-first approach to planning?

We agree that a policy of infrastructure first approach is needed providing that this is fair and equal across the whole of Scotland and all aspects of business, including ports and harbours. There may be occasions where new infrastructure is required to supplement and work with existing infrastructure – this must be considered in the long term as physical port infrastructure (Piers etc) usually has a design life of 60 –

100 years and therefore any short term considerations may not be suitable for ports and harbours developments. We would suggest that this particular point should be included in this section.

Page 94 “Sustainable aquaculture”

Sustainable aquaculture

We want to support investment in aquaculture and minimise its potential impacts on the environment.

Aquaculture is an increasingly important industry for Scotland, helping to sustain economic success in the rural and coastal communities of the north and west. The planning and licensing system should support the prosperity of the finfish, shellfish and seaweed sectors, including by guiding new development to locations that reflect industry needs and take into account wider marine planning.

Policy 21: Aquaculture

- a) Local development plans should guide new aquaculture development to locations that **reflect industry needs and take account of environmental impact, including cumulative impacts that arise from other existing and planned aquaculture developments in the area, and wider marine planning.**
- b) In order to **safeguard migratory fish species** further salmon and trout open pen fish farm developments on the north and east coasts of mainland Scotland should not be supported.
- c) Development proposals for aquaculture should be supported where they **comply with the local development plan, the National Marine Plan and, where relevant, the appropriate Regional Marine Plan.**
- d) Development **proposals for fish farm developments** should demonstrate that:
 - operational impacts (including from noise, acoustic deterrent devices (where applicable) light, access, containment, deposition, waste emissions and sea lice, aquaculture litter and odour) are acceptable and comply with the relevant regulatory framework; and that significant cumulative impacts are appropriately managed;
 - the siting and design of cages, lines and associated facilities are appropriate for the location; and,
 - the siting and design of any land based facilities are appropriate for the location.

Policy 21: Aquaculture

Q42: Do you agree that this policy will support investment in aquaculture and minimise its potential impacts on the environment?

We agree that there must be a policy on this matter. As one of the very few Statutory Harbour Areas with aquaculture within the Harbour Area we have experience of the planning requirements for this matter. Although the consultative document mentions the National Marine Plan and “relevant regulatory framework” we would suggest that the role in regard to the safety of navigation of the Statutory Harbour Authority and/or the Maritime and Coastguard Agency is specifically mentioned. The role of the Statutory Harbour Authority in this particular area has not always been considered in the past, this has been attended to in Orkney but in general may not always be considered.

Orkney Harbour Authority



SCHEDULE OF CHARGES

As of
01 April 2022

Orkney Harbour Authority Area





Schedule of Charges as from 1 April 2022

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Definitions

In these terms and conditions and charging provisions, unless the context otherwise requires:

“Device” means any floating, submerged or semi-submerged machine, structure or apparatus used for the generation or production of electricity, hydrogen or any other product, liquid or gas. This includes any unpropelled structure or machine. Self-propelled equipment will be deemed to be a vessel and treated as such for the purposes of these charges.

“Docking” is tied up to, made fast or secured to an OIC jetty or pier, or secured adjacent to or on the seabed in close proximity to any OIC pier.

“Services” means any service or operation of whatsoever nature performed or provided by Marine Services.

“The Harbour” means the Orkney Islands Harbours as defined in the Orkney County Council Act 1974 (including the approaches thereto), bridges, wharves, quays, berths, roads, and other property and works of every description and nature, and the buildings, structures and erections thereon, in the Harbours of Orkney for the time being owned, occupied or managed by Marine Services. The port limits are as defined in the Orkney County Council Act 1974

“Vehicle” means any vehicle, including any motor car, motorcycle, lorry, trailer, tractor, steam roller, excavator, agricultural machine or other machine on wheels or tracks.

“Vessel” means any vessel, including any hovercraft, hydrofoil vessel and anything constructed or used to carry persons, goods or cargo by water.

Caveats

Unless the context otherwise requires, words implying the singular include the plural and vice versa and words importing gender shall include any other gender.

Unless otherwise stipulated in any special conditions relating to services and facilities provided by Marine Services, all vessels may enter or leave the Harbour or use Marine Services equipment or facilities or the service of its employees for or in connection with the loading, discharging or trans-shipping of cargo or in connection with repairing, fitting out, victualing, provisioning or laying-by of the vessel only with the consent of Marine Services and subject to:

- a. payment of the relevant dues or other charges;
- b. such terms and conditions as Marine Services may impose;
- c. the lawful directions of the Harbour Master or other appropriate officers of Marine Services, and
- d. compliance with the Statutes, Byelaws and regulations of Marine Services.

Marine Services notwithstanding any consent given or arrangement made shall be at liberty to vary, postpone or cancel such arrangements for any reason whatsoever without Marine Services thereby incurring to any person any liability whatsoever for loss, damage, injury, delay or expense.

Marine Services does not take any charge of or assume any responsibility whatsoever in respect of any vessel navigating or lying in the Port, or entering, leaving, moving, mooring or unmooring in the Harbour; all craft under such circumstances being at the sole risk of the owner, who alone is responsible for the safety and security of their vessel and moorings and also for any damage done by their vessel or servants to the Harbour, or to vessels or goods in or upon any part of the Harbour.

All goods at the Harbour (whether in transit, laid down or deposited) are at the owner's risk in every respect. Marine Services has no custody of such goods and shall not be responsible for any loss or damage.

Goods are not in the custody of Marine Services unless taken possession of by Marine Services as warehousemen or carriers in accordance with Marine Services relevant terms and conditions from time to time in force.

Marine Services shall be undertaken only in accordance with Marine Services relevant terms and conditions from time to time in force. Marine Services requires the appropriate requisition, together with any other necessary documents, to be lodged before any service is begun.

When an agent for a vessel ceases to act whilst that vessel is still in the Harbour and does not accept responsibility for all charges arising, that agent must at once notify Marine Services so that charges may be correctly debited to the responsible parties.

When discharging or loading a vessel, Marine Services may, on request, furnish to the owner or agent an estimate, to the best of its ability, of the time at which discharging, or loading is likely to finish. In giving this estimate, Marine Services accepts no responsibility for any inaccuracy or for any delay in finishing discharging or loading.

The charges and terms herein are subject to alteration at any time.

Where Marine Services has agreed to provide any services in respect of which no charges have been assigned therein, then the charges applicable to those services shall be as determined from time to time by Marine Services.

General Conditions

Documents to be Furnished by the Customer, Master or Owner

Unless otherwise agreed in advance by Marine Services, the Customer, Master or Owner of every vessel discharging or loading cargo must supply to Marine Services the following documents confirming the quantity of cargo discharged or loaded in the Harbour and the days upon which discharging, or loading took place:

- i) Bills of Lading or Cargo Manifest (indicating the weight of cargo and details of the shippers, consignees and freight payers); and
- ii) Statement of Facts

Where the quantity of cargo discharged does not match that shown on the relevant Bill of Lading, then a certified discrepancy report (including details of supporting surveys etc.) must be provided.

These documents must be supplied by the Customer, Master or Owner, or the appointed Agent, to Marine Services within two working days of the day upon which the vessel completes discharging or loading as appropriate. The documents must be submitted (as PDF-format attachments) via e-mail to marine.ops@orkney.gov.uk

Audit

Marine Services reserve the right, upon the giving of reasonable notice to the Customer, Master, Owner, Vessel Agent, Operator, Cargo Receiver or Cargo Shipper, to require the production of, and to receive, view and / or copy, any relevant document or material within that party's reasonable control that demonstrates and evidences the quantum or movement of any cargo or other throughput that may be received, loaded, discharged, stored or otherwise handled within the Port. Such documentation and materials shall be provided to Marine Services upon request, without charge and during Marine Service normal working hours.

For the purposes of undertaking periodic audits, Marine Services also reserve the right to review any recordings, data, reports, measurements produced from equipment under the control of any party and used to load, discharge or store and monitor cargo e.g. including but not limited to CCTV / ANPR etc.

Terms and Conditions

All activities undertaken and Services provided by Marine Services are in accordance with these terms and conditions and charging provisions, and all applicable Statutes, Byelaws, Directions and Terms & Conditions for trade or the supply of Services, which shall continue to apply except where varied from time to time by Marine Services.

These terms shall be governed by and construed in accordance with Scottish Law.

Payment

Except where specified herein to the contrary, all charges payable hereunder shall be payable on demand unless otherwise agreed by Marine Services. Marine Services may charge interest on any overdue amount in accordance with the Late Payment of Commercial Debts (Interest) Act 1998.

Value Added Tax (or any other tax required to be levied on Marine Services charges) shall be payable where applicable at the appropriate rate current from time to time on and in addition to the charges specified or referred to herein. Marine Services VAT Registration number is GB 267 7995 83.

Payments should be made payable to Orkney Islands Council.

Remittances should be sent to salesinvoices@orkney.gov.uk

1. Vessels and Goods

Ship Dues

These rates are chargeable upon entry to our jurisdiction & cover the vessel for a 96 hour period in port (Subject to Confirmation of Classification).

All vessels below are subject to a Minimum Charge of £32 per vessel and £23 per visiting pleasure craft.

Vessels, Barges and Devices Utilising an Orkney Islands Council Pier

The following will be charged on use of an Orkney Island Council Pier (£ per GT):

General Cargo Vessels, Tankers & Bulk Carrier	£0.59
Tankers proceeding to Flotta Oil Terminal	£2.92
All vessels engaged operating a regular daily or weekly service between the Scottish Mainland and Orkney*	£0.39
All vessels engaged operating a regular daily or weekly service between the Orkney Islands*	£0.39
Cruise liners and vessels engaged in commercial tourism, including commercial dive vessels*	£0.34
Vessels engaged in the provisions of service and supply of materials for and to vessels at anchor or within the Harbour limits	£0.46
Passenger launches/ Workboats servicing the Flotta Oil Terminal	£0.39
Tugs & Offshore Support Vessels (including those with walk to work technology)	£0.59
Barges & Self-Propelled Jack-up Vessels	£0.59

Fishing Vessels & Training Vessels (including tall ships):

Up to 50 GT	£32.96
Over 50 GT up to 100 GT	£45.32
Over 100 GT up to 200 GT	£56.65
Over 200 GT up to 300 GT	£66.95
Over 300 GT	£77.25
With £1.08 every GT or part thereof over 300 GT	minimum

Vessels, devices and barges not in possession of ITC69 certificate:-

Under 40m in length	£2.16 per m
40m and over in length	£3.91 per m

Recreational and Pleasure Craft (£ per vessel):

Up to 10m in length	£23.69
10m in length and over	£23.69
Plus £1.85 per metre or part thereof	minimum

Recreational and Pleasure Craft Vessels only staying in Orkney for 14 days or more, who pay in advance will receive a 40% discount on dues.

Vessels Entering the Harbour Area but Not Utilising at an Orkney Islands Council Pier

Vessels of all types, and in any state entering the Harbour Area for any purpose but who do not enter any dock, or utilise any pier owned by Orkney Islands Council will be charged (£ per GT):

Where a vessel enters for safety by stress of weather or on direct passage no charge will be applied.

All vessels, except recreational vessels	£0.24
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Vessels Entering the Harbour Area and Utilising an Anchorage or Mooring Point

The following will be charged on use of an anchorage or mooring point (or within the harbour areas) within Orkney Island Council Harbour Area for a vessel in possession of an ITC69 certificate:

Short Term (£ per GT)

First 6 hours	£0.06
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Every additional 24 hours or part thereof	£0.05
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Long Term (£ per GT per vessel per 24 hour period or part thereof)

Vessel up to 10,000 GT	£0.007
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Vessels over 10,000 up to 50,000 GT	£0.006
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Vessels over 50,000 up to 100,000 GT	£0.005
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Vessels over 100,000 GT	£0.004
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Vessels, devices and barges not in possession of ITC69 certificate.

Short Term (price per m per 24 hour period or part thereof):

Under 40m in length	£1.29
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40m and over in length	£2.58
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Long Term (price per m per 24 hour period or part thereof)

Under 40m in length	£1.02
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40m and over in length	£1.65
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Anchorage occupied in excess of 14 days (336 hours) will be considered a Long Term anchorage and subject to the appropriate charge after this time.

Long Term anchorages are subject to a minimum 92 Day charge.

Her Majesty's Ships and other UK/Scottish Government vessels and charitable sail training vessels will be exempt from berthing and anchorage fees. All other charges for services including pilotage will apply.

UK Border Force or HMRC Inspection and Detention

Any Vessel subject to UK Border Force or HMRC Inspection or Detention, or any by any similar Government agency may be subject to additional charges, at the discretion of the Harbour Authority, for the use of any port facilities.

Layby

Vessels which are off charter (not actively employed) or not under maintenance/repair may be entitled to a reduced Layby rate. Application for this rate would need to be approved in advance by the Harbour Master.

Period Dues

Any Vessel included in 'Ships Dues' above which remains in the harbour for a continuous period greater than 96 hours from entry will be charged $\frac{1}{4}$ of the applicable harbour dues for each successive complete or incomplete period of 24 hours that it remains thereafter.

Any Vessel subject to the Minimum Charge under 'Ships Dues' will be charged for each complete or incomplete period of 96 hours that it remains after the first period.

Environmental Levy

Every vessel which comes into or goes out of the Harbour is liable for the Environmental Levy thereon as set out below:

Per GT of the vessel per Voyage per entry into the harbour area (Minimum Fee £0.20 per voyage):	
Vessels carrying Hydrocarbons Cargo as cargo (minimum charge)	£750.00
Vessels carrying Hydrocarbons Cargo as cargo	£0.02
All Other Vessels	£0.008
Vessels powered by LNG and classified as such	£0.004
Vessels certified carbon free	No charge

Compound Charges

Consolidated, compound charges, payable in advance for all vessels, devices, barges and pleasure craft.

Vessels up to 50 GT and those not in possession of an ITC 69 Certificate:	
Under 10m	£169.95
10m and over but under 12m	£267.80
12m and over but under 15m	£381.10
15m and over but under 18m	£607.70
18m and over but under 21m	£762.20
21m and over but under 24m	£1,143.30
24m and over but under 27m	£1,442.00
27m and over but under 30m	£1,735.55
Over 30m minimum £1685.00 plus £50.50 per metre or part thereof over 30m.	

Vessels over 50 GT and in possession of and ITC 69 Certificate (£ per GT):	
Over 50 GT up to 100 GT	£12.05
Over 100 GT up to 200 GT	£13.24
Over 200 GT up to 300 GT	£14.42
Over 300 GT up to 400 GT	£20.45
Over 400 GT up to 500 GT	£28.84
Over 500 GT up to 600 GT	£39.68
Over 600 GT	£54.09

Good Dues

General Cargoes

Price Band A (£ per unit)	
Aggregates (per tonne)	£1.46
Unprocessed Timber	£0.77
Animal Feed, Barley, Pulses, Wheat & Grain (per tonne)	£0.97
Price Band B (£ per unit)	
Tubulars (pipe work) & Grout (per tonne)	£1.16
Cement	£1.46
Fertiliser (including Basic Slag)	£1.46
Sawn Timber (per cubic metre)	£1.46
Price Band C (£ per unit)	
Profiles	£2.18
Scrap Metal	£2.21
Steel Sections (max 8 tonne per section)	£2.21
General Cargo	£2.88
Concrete Mats & Structures (per tonne)	£2.90
Crane Parts/Components (per tonne)	£3.44
Price Band D (£ per unit)	
All other Metal Fabrications (per tonne)	£4.66
Decommissioning related cargo (per tonne)	£7.10
Turbines, Compressors, Boilers & Pipework (per tonne)	£10.50
Automotive (New/Unregistered) per vehicle	£10.50
Fuels (£ per unit)	
Solid Fuels, Coal, coke, logs etc (per tonne)	£1.42
Petroleum Products (Fuel Oil, Diesel, Kersoine etc) (per tonne)	£2.26
Gas (per tonne)	£2.26
Closed Container Units (CCU's) (£ per unit)	
Closed Container Units of any size	£5.68

Passenger Dues	
Ferry (External)	
Adult	£1.80
Child (under the age of 12)	£0.91
Cruise	
Passenger	£2.50
Vehicles (Ferry - External)	
Private owned vehicles, motor homes, caravans, trailers, boats etc not in commercial use:	
Motor Vehicles under 5.5m	£9.34
Motor Vehicles 5.5m up to 7.5m	£10.82
Motor Vehicles 7.5m up to 10m	£19.06
Motor Vehicles over 10m plus £0.87 for each additional half metre	£33.48 minimum
Motor Cycle	£3.79
Motor Cycle with sidecar	£7.65
Pedal Cycle	£1.42
Commercially owned and operated vehicles, motor homes, trailers etc:	
Motor Vehicles under 7.5m	£12.02
Motor Vehicles 7.5m up to 10m	£23.99
Motor Vehicles 10m up to 12.5m	£38.11
Motor Vehicles over 12.5m plus £0.87 for each additional half metre	£52.06 minimum
Aquaculture, Fish, Shellfish and Livestock	
Aquaculture (per tonne)	
Fish/Salmon Food	£1.85
Fish, Shellfish and Crustacean (per tonne)	
Fish, Shellfish or Crustacean direct from Sea	£2.97
Fish, Shellfish or Crustacean harvested	£2.97
Smolts	£1.85
Processed Fish, Shellfish or Crustacean	£1.85

Livestock (per head)	
Cattle	£0.90
Horses	£0.90
Sheep	£0.52
Other Livestock/animals	£0.52

Windfarm Components and Renewable Energy Devices

WTGs (Nacelles) (per tonne)	£6.18
Tower Sections (per tonne)	£6.18
Blades (per tonne)	£6.18
Cable Reels, Carousels & Windfarm Other (per tonne)	£6.18
Concrete Mats & Structures (per tonne)	£2.90
Monopiles, Jackets & Gravity Based Foundations (per tonne)	£6.18
Grout Bags & Pallets (per tonne)	£2.38
Transfer Pieces (per tonne)	£6.18
Non specified renewable device machinery (per tonne)	£2.58
Other associated ancillary equipment (per tonne)	£1.46
Any goods not covered by the above will be charged (per tonne)	£2.58

Ship to Ship Cargo Transfers within Harbour Limits

Payable on the transshipment of all goods over 10 tonnes in weight or 10 Cubic Metres in volume between vessels, devices barges and all other craft within Harbour limits (Price per Cargo Tonne or Cubic Metre or part thereof):

Oil – All grades	£0.42
LNG (per cubic metre)	£0.42
Fish/Salmon	£1.08
Other goods	£2.16
Hazardous cargos such as Oil and Gas will be subject to a minimum charge of (inclusive of all fees and levies except Environmental Levy)	£38,110

Bunkering Operations

Payable on the transshipment of bunkers between vessels. (Price per Cargo Tonne or Cubic Metre or part thereof):

Oil – All grades	£2.26
LNG (per cubic metre)	£2.11

Port Administration

Levy towards the cost of statutory administration of all vessel movements:

All vessel arrivals (except pleasure craft)	£21.84
Visiting pleasure craft	£10.92

Levy towards the administration costs of assessing and completing the following Harbour Authority approvals:

Bunkering Vessel Approval (min 4 weeks prior notice)	£185.40
Bunkering Vessel Annual Renewal	£79.31
Diving Contractor Approval (min 2 weeks prior notice)	£185.40
Diving Contractor Annual Renewal	£79.31
Commercial Recreational Diving Operator Approval (min 2 weeks prior notice)	£185.40
Commercial Recreational Diving Contractor Annual Renewal	£79.31
Commercial Diving Deconfliction Approval (min 24 hours prior notice)	£10.30
Recreational Diving Deconfliction Approval – Private/Individual (min 2 weeks prior notice)	£25.75
Harbour Works Approval (min 4 weeks prior notice)	POA
Ship to Ship Transfer Approval (min 48 hours prior notice)	£55.62
Compound Charge Application Fee	£32.96
Short Notice Charge for late Approval requests (in addition to the relevant charge)	£53.56
Issue of Cargo Port of Origin Letter	£79.31
Outer Isles Cruise calls (vessels calling at locations outwith Orkney Mainland):	
Cruise call charge: Vessel < 5,000GT	£750.00
Cruise call charge: Vessel >5,000GT	£1,500.00

Harbour Craft Charges

When using a pilot boat for the purposes of shipping on or shipping off:

Hire of Pilot Launches (per hour or part thereof) (minimum hire of 4 hours)	£374.40
Bareboat Charter (subject to terms and conditions):	
Vessel Hire (per 24 hrs or part thereof)	£832.00
Fuel and Lubricants	Cost + 15%

Terms & Conditions for Vessels and Goods

Ships Dues, Layby and Period Charges

Vessels measured in accordance with the International Convention on Tonnage Measurement of Ships 1969 and the Merchant Shipping (Tonnage) Regulations 1997 (as amended) will be charged at the appropriate rate on entry.

Vessels not measured under the above, or which cannot produce either an International Tonnage Certificate or a Tonnage Certificate showing the excluded spaces from which a comparable measurement can be made under the 1969 Convention, will be measured, using length overall, breadth, moulded depth and the appropriate conversion factor. The result of this calculation, multiplied by two, will be the rate charged on entry.

Ship Dues charged on segregated ballast oil tankers, will be in accordance with Council Regulation (EC) No. 2978/94 of the European Commission, on presentation of an International Tonnage Certificate for the vessel showing the tonnage figure which results from the deduction of the tonnage measurement for the vessel's segregated ballast tanks.

Ship Dues, Layby and Period Charges are payable on entry and shall commence from the time at which the vessel enters the Harbour Limits.

If at any time, a particular Ship Due is found to be inapplicable, the appropriate Due will be substituted for it and the amount payable will be re-calculated and charged accordingly.

For any Craft with less than 15 GT will be subject to VAT.

Charges within Section 1 marked with * apply per visit of the vessel involved.

Multiple Ship to Ship Transfers will be charged on each individual cargo transfer.

Vessels operating to Scapa Flow Oil Port will be required to pay all additional charges as applicable if they are rejected by Flotta Terminal Operators as being in an unfit state to conduct cargo operations and required to put to sea and leave the harbour to rectify their condition.

No additional anchorage dues will be raised for any vessels which anchors within the Port Limits either prior to or post a chargeable operation, providing the overall stay, including the operation does not exceed 14 calendar days overall. Any additional time at anchor over and above the 14 calendar days will be charged at the appropriate anchorage rate for the vessel.

Recreational and pleasure craft using Orkney Marinas at Kirkwall, Stromness and Westray will be charged in accordance with the charging arrangements set and published on www.orkneymarinas.com. These charges incorporate the harbour dues paid to the Harbour Authority.

Dinghies with oars or sails, canoes, paddle boards, jet skis and Personal Watercraft are exempt from all fees.

Compound Dues

Agreed by prior written application to the Harbour Master.

To be eligible for consideration for Compound Dues vessels, devices, barges and pleasure craft should be:

- locally owned by a commercial entity based in Orkney and operated from any OIC pier;
- or locally owned by a commercial entity based in Orkney engaged in trading and commercial operations within Harbour Water;
- or a privately owned by an Orkney resident and based, regularly moored, berthed or used within Harbour limits,
- or any other privately-owned craft based, regularly moored, berthed or used within Harbour limits.

Vessels applying for or wishing to renew compound charges must be in possession of and must produce written evidence to the Harbour Authority Building, Scapa, in advance of approval/renewal or payment:

- Ownership.
- Valid vessel insurance certificate (exempt if vessel is under 6 metres).
- Valid class certificate, where applicable.
- Third Party liability insurance to a minimum of £3,000,000.

In addition to this the owner of the craft must complete the annual declaration of the craft's anticipated use during the period.

Compound Dues are payable in advance, in full, for the year commencing on the 1st April from which this Port Tariff becomes effective, by the person who owns the vessel on that date. No apportionment or refund of this rate for periods of less than the calendar year is permitted and is non-transferable to another craft or owner.

Compound charges shall cease to be applicable to:

- Any vessel, except for a pleasure craft, which has not moved berth in excess of 28 days.
- Any pleasure craft which has not moved berth between 1 May and 31 October.
- Any vessel deemed unfit for sea by the Harbour Master.

Recreational and pleasure craft paying compound dues, who do not utilise or make use of any pier, quay or mooring owned, operated or provided by Orkney Island Council or Orkney Marinas will receive a 50% discount on receipt of proof of private mooring or berth. Any subsequent use of any pier, quay or mooring owned, operated or provided by Orkney Island Council or Orkney Marinas will result in payment of the full compound charge, irrespective of charge period remaining.

These charges are at the sole discretion of Marine Services and require prior approval prior to the vessel entering the Harbour Limits.

Goods Dues

Foodstuffs, Domestic Fuels and Manufactured Goods, imported or exported into or out of Orkney that require further trans-shipment to or from the Outer Isles will pay wharfage only at the point of trans-shipment.

Marine Services

Provision of the shipping on/off service is dependent on weather conditions and vessel availability.

Users of the shipping on/off service are responsible for ensuring that any person to be transported is capable of transferring between vessels. Marine Services reserves the right not to transport any person who is considered to be unfit to travel, but the full charge will still apply.

Embarkation and disembarkation must be agreed in advance.

The shipping on/off service is regulated by safety procedures and is under the control of the launch coxswain, whose instructions must be complied with at all times.

The maximum carrying capacity is governed by the load-line requirements of the launch.

All hand luggage and packages must be secure and properly packaged for transfer and no item exceeding 20 kg will be permitted.

Embarkation/disembarkation is subject to immediate turn-round at the vessel.

The Excess Time Charge will apply to the duration of any delay, whether occurring at the boarding/landing point or (except for normal operating requirements) caused at the vessel.

2. Pilotage

Pilotage Services

Pilotage Direction

In accordance with Section 7 of the Pilotage Act 1987 & The Orkney Pilotage Direction 1988 (as amended 2007, 2010 and 2016), the Orkney Harbour Authority, the Competent Harbour Authority, has directed that pilotage be compulsory throughout the Pilotage Area for:

1. All passenger vessels of 65m or greater length overall.
2. All other vessels of 80 metres or greater length overall.
3. All vessels under tow where the combined overall length of the towing vessel and the tow is over 65m length overall.
4. All vessels using Orkney Island Council tugs for berthing, unberthing or any other reason where tugs need to be operated under control of the vessel.
5. All vessels over 300 GT carrying persistent oils.

Provision of Service

The Provision of the Pilotage Service is subject to Pilotage Directions published by The Harbour Authority (or any notice that supersedes it).

Charges

Pilotage and associated charges are made pursuant to Section 10 of the Pilotage Act 1987 and are based on Gross Tonnage (GT) as shown on an ITC69 certificate in accordance with the attached Schedule of Charges.

Pilotage Exemption Certificates

Pilotage Exemption Certificates may be granted to appropriately qualified mariners by application, pursuant to Section 8 of the Pilotage Act 1987, as amended by the Marine Navigation Act 2013 & subsequent Pilotage Directions promulgated by Harbour Authority.

Liability

The provision of pilotage services is subject to availability and Marine Services accepts no liability for any delay, loss or damage, directly or indirectly arising out of, or caused or contributed to by an inability to supply or continue to supply such services or for any charges or expenses incurred in such circumstances.

Limitation of Liability in respect of Pilots is covered under Section 22 of the Pilotage Act 1987

Performance of Services

The charges and tariffs contained in Sections 1 to 5 hereof shall apply to all quotations, orders, agreements and contracts entered into by Marine Services for the performance or provision of Services at the Port unless otherwise expressly agreed in writing by the Harbour Master.

Pilotage Charges

Charges are the sole charges for the use of an Authorised Pilot for a vessel movement, inclusive of attendance.

Pilotage for a single vessel movement:	
Vessels up to 4,000 GT	£407.68
For each 100 GT or part thereof in excess of 4,000 GT	£3.64

Pilotage for a single tow movement	
Length of tow up to 65m	£407.68
Length of tow 65m and over	£530.40
Pilotage Exemption Certificate Surcharge Charged as single vessel movement x 7.5% (water & pier)	
Pilotage Exemption Certificate Surcharge as single vessel movement x 5.5% (waters only)	
Cancellation Fee (less than 2 hours notice received)	£180.91
Detention Fees:	
First 30 minute period	£180.91
Each successive 30 minute period or part thereof	£240.99

Over Carriage

Pilots should embark and disembark at the nominated Pilot Boarding Area. If due to unavoidable circumstances the Pilot is over carried, then the following will apply:

1. The Pilot must embark and disembark at the earliest opportunity in the range of 500 nautical miles from Orkney. In addition to the normal pilotage charge a charge will be levied at the rate of £109 per hour or part thereof for the first 12 hours of Overcarry, any other hours in the 24 hour period will be charged at a standby rate of £65 per hour or part thereof, commencing from the time of the departure from the Pilotage District until repatriation to Orkney.
2. The vessel will also be required to reimburse all travel and subsistence expenses involved in repatriating the Pilot to Orkney.

Pilotage Exemption Certificates, Authorisations & Assessments

The following charges are applicable with regards to Pilotage Exemption Certificates for Orkney Pilotage Area (please note also content of Pilotage Directions).

Oral Examination	£280.80
Issue of New Certificate (including one main and one sub area)	£280.80
Issue of Replacement Certificate, Part 1 - areas	£176.80
Issue of Replace Certificate Part 2 - vessels	£176.80
Annual Renewal of Certificate	£280.80
Addition of Vessel Name to Part 2 (per submission)	£ 80.08
Change of Vessel Name	£ 43.68
Addition of Main Operating Area	£ 80.08
Addition of Harbour Sub Area	£ 80.08

North Sea Pilots

Boarding and landing of North Sea Pilots, subject to launch availability.

Per embarkation/disembarkation per pilot	£1,560.00
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Terms & Conditions for Pilotage

A “vessel movement” means any of the following single acts of navigation:

- outside the compulsory area (i.e. to or from sea)
- within the compulsory area (i.e. to or from a berth, jetty, mooring or anchorage)

Charges for use of Orkney Island Council Marine Service Pilots includes the boarding and landing fee.

The Authority reserves the right to make a charge for any vessel movement by the holder of a valid Pilotage Exemption Certificate. This charge is currently set at 5.00% of the single vessel movement. Charge capped at 1000 acts per vessel into a single port.

A full Pilotage charge will be levied when a vessel subject to compulsory pilotage is moved without the use of an authorised Pilot or Pilotage Exemption Certificate holder.

Where a vessel movement is a tow involving two or more vessels, the charge for pilotage for a single vessel movement will be regulated by the overall distance between the extreme ends of the vessels concerned and by the draught of the deepest vessel.

At least two hours' notice is required for orders for Pilotage.

Detention Fees will apply to any occasion that a Pilot is kept on board a vessel over and above the period of time for a normal act of pilotage, currently assessed as 4 hours, whether or not actively engaged in pilotage duties during that extended period, unless otherwise agreed by the Harbour Master.

A Deck Officer (As defined in the Marine Navigation Act 2013) may obtain Pilotage Exemption Certificates from the Authority, as the Competent Harbour Authority, subject to certain conditions and requirements. All applicants must complete an oral examination. Pilotage Exemption Certificates are valid for a maximum of one year at a time and, subject to conditions, may also be renewed. Full details of the conditions, requirements and examination process for the grant of a Pilotage Exemption Certificate are obtainable from the Harbour Office.

Pilotage Exemption Certificates are split into 2 parts, Part One being the areas of validity and Part Two the vessels for which the certificate is valid. Part One is further subdivided into the main operating Area e.g. Scapa Flow, Kirkwall and the Sub Area detailing the individual port or quay e.g. Lyness, Stromness, Hatston Pier.

3. Towage

Towage Charges

These rates are chargeable per vessel and per Tug requested irrespective of Tug power and bollard pull.

Scapa Flow, Stromness and Southern Isles (per hour or any part thereof):

Assisting a vessel on or off a berth, pier, mooring or anchorage.	£738.40
Towage Escort Services	£738.40
Kirkwall and Northern Isles (per act, per tug):	
Assisting a vessel on or off a berth (maximum 2 hours), pier, mooring or anchorage (as per hourly rate thereafter)	£1,499.68
Towage Escort Services	£1,499.68

Charter Rates

The following rates apply to Tugs taken on charter, where the charter is within 10 miles of Orkney Harbour area limits. Rates are chargeable per vessel and per Tug requested irrespective of Tug power and bollard pull (per hour or any part thereof) at discretion of the Harbour Master:

Base to Base	£738.40
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The following rates apply to Tugs taken on charter, where the charter is out with Orkney. Rates are chargeable requested irrespective of Tug power and bollard pull (per 24 hour period or any part thereof):

First 24 hours	£13,282.88
Subsequent 24 hours or part thereof	£6,641.44
Fuel and Lubricants	Cost + 15%

Towage Administration

The following charges will be applied to all towage conducted with the Harbour Area, irrespective of Towage company utilised or by the discretion of the Harbour Master:

Towage Assessment Approval (min 2 weeks prior notice):	£83.20
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Terms & Conditions for Towage

Provision of the towage service is dependent on weather conditions and vessel availability.

Mobilisation and demobilisation charges are included in the fees unless otherwise specified.

Short notice will incur additional charges, refer to towage assessment approval.

4. Quay, Slipway and Laydown Charges

Quay Charges

Quay Sterilisation - When vehicles or equipment such as cranes are mobilised on the Port's quays or where the quay is sterilised or access is restricted for use by others, then a charge of £500 per 24-hour period or part thereof will be made.

Pier Laydown – Within designated areas only (Per Sq M per 24-hour period):		
Goods/Gear/Chattels		
First 24 Hours		No Charge
Subsequent 24 hours or part thereof		£0.25
Vehicles/Plant/Powered Equipment		
First 24 Hours		£0.21
Subsequent 24 hours or part thereof		£0.60

Slipway Charges

Use of slipways (Per Sq M per 24 hour period):		
First 24 Hours		No Charge
Subsequent 24 hours or part thereof		£0.25

Laydown Area Charges

Hardstanding and Type 1 Areas (Per Sq M per week):		
Goods/Gear		£0.27
Vehicles/Plant/Powered Equipment		£0.54
Brownfield Sites (Per Sq M per week):		
Goods/Gear		£0.13
Vehicles/Plant/Powered Equipment		£0.27
Garson, Stromness Lorry Parks (Per Sq M per 24 hour period):		
First 24 Hours		£0.25
Subsequent 24 hours or part thereof		£0.60
Marshalling Areas:		
Vehicles/Trailers for immediate embarkation (within 6 hours)		No Charge
Vehicles/Trailers not for immediate embarkation (per day or part thereof)		£113.30
Hire of Fencing Panels		
Hire of Fencing Panels each per week or part thereof		£7.73

Parking Permit for Pier Areas (per vehicle, per year):

Private Vehicle	£63.86
Commercial Vehicle under 7m in length	£84.46
Commercial Vehicle over 7m in length	£154.50

Penalties

Where quay, pier, slipway, laydown and parking agreements are exceeded by individuals and companies the following penalty charges will apply:

Storage in excess of agreed areas (per Sq M per 24-hour period)	£20.60
Removal of vehicle, equipment, goods, chattles in breach of agreement or on abandonment.	Cost + 15%

Terms & Conditions for Quay, Slipway and Laydown Charges

The use of quays, slipways, piers, laydown areas, parking areas or any other similar area under the control of Orkney Islands Council Marine Services must be agreed by prior written application to the Harbour Master.

Applications should include:

- the period of requirement.
- the size of area required.
- the type, nature, sizes and dangerous substances and hazards of all equipment's, vehicles, goods, chattels and other items to be stored.

Where such storage or areas is required over a period of 12 calendar months those intending to use such areas, must complete an annual declaration of the anticipated use during the 12 month period.

Dues are payable, in full, prior to the start of the requested period unless the period exceeds 6 months when the dues will be payable one month in advance.

For dues where the period extends over a period greater than 12 months, dues are payable the year commencing on the 1st April from which the Harbour Dues becomes effective, by the person who owns said goods.

No apportionment or refund of this rate for periods of less than that agreed is permitted and is non-transferable to any other person or company.

Any equipment, vehicles, stores, gear or other items in pier laydown, must be stored in allocated areas.

No goods, stores, equipment, vehicles or any other items are to be stored or left unattended within 2m of an exposed pier or quay edge.

Marine Services reserves the right to remove and dispose of any goods, chattels, vehicles, equipment or any other items stored out with the boundaries of agreed storage areas.

Parking Area Charge – no guaranteed space and must be parked in a designated parking space.

Those paying compound harbour dues will get the first 24 hours free.

5. Sundry Charges

Waste Charges

Waste Charges, in accordance with Merchant Shipping & Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and Animal By-Products Regulation (EC) 1774/2002. These rates apply regardless of waste contractor appointed by the ship or agent.

Domestic Waste (excluding Category 1 Waste)

Minimum charges (up to 1 cubic metre in size and weight under 1 tonne)	
applied to all vessels upon entry, covering a period of 96 hours within the port.	£37.08
applied to all visiting recreational vessels.	£10.30
Over 2 Tonnes in weight (per tonne or part thereof)	£618.00
Annual charge applied to all vessels subject to compound dues	£41.20
Supply of tonne bag	£5.92

Oil - The following charges apply in relation to the disposal of oils in the Harbour.

Hire of 1,000 litre portable tank (per fill)	£19.57
Hire of 2,000 litre bowser (per fill)	£31.93
With Operator (per hour)	£47.74
Testing and disposal (per CuM landed or part thereof)	
Quantities below 2000L	£212.18
Quantities above 2000L	Cost + 15%
SEPA Form	£56.65
Oil Disposal Administration Charge	£309.00

Category 1 Waste, Hazardous Waste & Other Waste

For details contact Marine Services.	Cost +15%
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Port Security Charges

Security Charges in accordance with the International Ship and Port Facility Security Code (ISPS) where not included in the Orkney Mainland security charges.

Security Level 1: Sweep & patrol if requested	
First 6 Hours	£158.62
Each Subsequent 12 hour period or part thereof	£317.24
Security Level 1 : Cruise vessels where extending visit after hours & request security (First 12 hours and then per hour or part thereof)	£300.00
Security Level 2: Access Control/Security Guards	Cost +15%
Security Level 3: As directed by the security services	Cost +15%
Off Mainland security charges (where applicable): First 12 hours	£840.00

Each subsequent 6 hour period or part thereof	£150.00
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To include cost for guards, fencing and set up.

Harbour Infrastructure Hire Charges

The use of port infrastructure is chargeable at the following rates:

Linkspans (per hour or part thereof)	£97.85
Hard Ramps (per hour or part thereof)	£44.29
Drying out areas:	
First 24 hours	£41.20
Per additional 24 period or part thereof	£81.37
Weigh bridges and machines:	
For goods (per tonne or part thereof)	£0.72
Vehicles for shipment or taxation (per tonne or part thereof)	£3.25
Marine Headquarters Conference Room (per 4 hours or part thereof):	
without conference/presentation facilities	£82.40
with conference/presentation facilities	£123.60

Utility Charges

The following utility service charges are applicable within the Harbour:

Water (per tonne or part thereof)	£3.00
Electricity (per unit)	£0.25

Port Data Services

The following data is available:

Meteorological Data (per calendar month per site)	£41.20
Tide Tables (Per Copy)	£5.00

Hire of Loadall/Forklift

Hire of Loadall/Forklift with Operator (per hour)	£47.74
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Terms & Conditions for Sundry Charges

Waste Charges

In accordance with the Port Waste Reception Facilities Regulations 2003, Marine Services provide waste reception facilities to meet the needs of ships normally using the harbour. In order to cover the costs of the provision of port waste reception facilities, Marine Services has a mandatory charge of 0.8% of Harbour Dues. This charge allows vessels to deliver waste in the form of garbage up to a weight of 2.0 tonne free of additional charge to the ship. Where garbage delivered is in excess of these quantities the additional volume or weight will be charged as prescribed in section 1.

“Category 1 Waste” means all domestic waste whose origin is not within the European Union, and, for a vessel whose last port of call was not in the European Union, all domestic waste on board will be treated as Category 1 Waste.

“Special Waste” means hazardous or dangerous waste as defined by the Special Waste Regulations 1996 (as amended).

“Other Waste” means all waste that is not Domestic Waste or Special Waste and includes waste oils, cargo-associated waste and cargo residues.

Vessels are required to give advance notification, via their agents, of all waste to be landed.

Vessels are only permitted to land waste that has been declared.

Domestic Waste, Category 1 Waste and Other Waste must each be declared separately.

Domestic Waste must be contained in double-wrapped plastic bags and all other waste must be adequately packaged or sorted for disposal.

Only Domestic Waste is to be deposited in the receptacles provided.

Category 1 Waste must be deposited in the special receptacles which will be provided as required.

Irrespective of quantity, any additional work required for organising waste will be charged for, and any waste which is not properly deposited in the appropriate receptacles will be charged for as Other Waste.

Waste Charges covers the same four day period (96 hours) as the Ship Dues. If Period Dues of Chapter 1 is applied, a further Domestic Waste Charge will also be applied for each subsequent four day period or part thereof.

Hire charges apply from departing the Harbour Authority Building, Scapa until return to the same location.

Port Security Charges

Under the ISPS Code, the berths operated by the Authority are subject to the Port Facility Security Plan for Orkney, as approved by the Department for Transport.

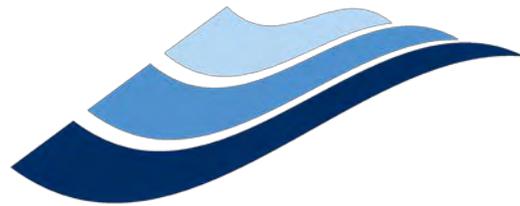
Under the ISPS Code, the Security Level for the Port is set at Security level one unless MSD (DfT) instruct otherwise.

The manned security services are in compliance with the specifications set by the Department for Transport.

Labour

“Normal Time” means 0800-1700 hours, Monday to Friday, “Overtime” all hours outside of this.

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ORKNEY ISLANDS COUNCIL
Harbour Authority

Enquiries to:

Marine Services and Transportation
Orkney Islands Council
Harbour Authority Building
Scapa
Orkney, KW15 1SD

Tel: +44 (0) 1856 873636

Email: harbours@orkney.gov.uk

Web: www.orkneyharbours.com



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