



# All rates and charges held at Aberdeen Harbour for 2006

All Rates and Charges at Aberdeen Harbour are to be held at the current levels for 2006, making it the seventh time in eight years that there has been no increase in the main charges.

The decision by Aberdeen Harbour Board means that since the early 1980s, the charges on ships and goods have risen by only 17%, against an increase of 134% in inflation.

Harbour Board Chief Executive, Barclay Braithwaite, said: *"The fact that all charges are being held reflects not only our recognition of the need to be competitive in the interest of port users, but also the efficiency of harbour operations, the high level of activity and the positive outlook.*

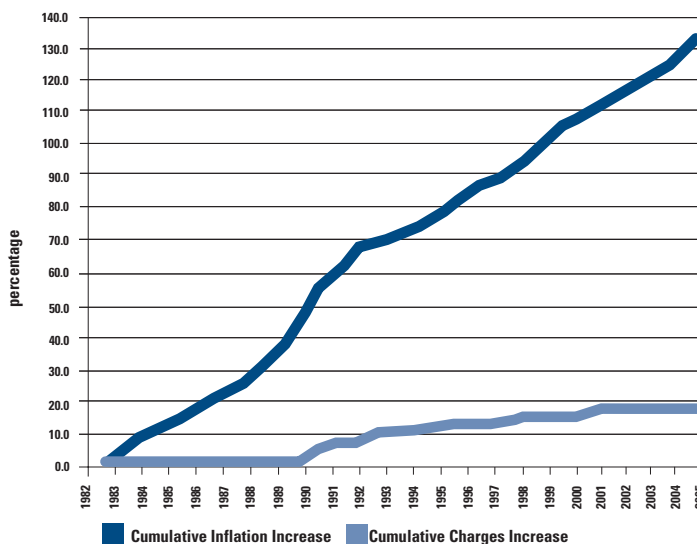
*"The Board are also continuing with the strategy of investing in maximising the use of resources and evolving facilities to meet users' changing requirements and new opportunities."*

All profits are reinvested in maintenance and development, with around £44 million budgeted in the current five-year plan to 2010, following expenditure of over £150 million since the 1970s.

Aberdeen annually handles over 4.5 million tonnes of cargo, worth over £1.5 billion, and injects over £100 million into the economy.

Rates and charges include vessel, goods and passenger dues, and other services such as pilotage, cranes and weighbridges.

**Main Charges**  
Cumulative Increases - Charges /Inflation (RPI)



## West Africa traffic rising

The increase in cargo shipped between Aberdeen and West Africa continues, reaching record levels this year with two shipping lines serving "hot spot" oil-related activity there.

By end November, imports and exports totalled around 30,000 tonnes, approximately 5,000 tonnes up on the figure for the whole of 2004 and 30 times the tonnage handled in 2000!

The increase reflects the port's growing role as a marshalling point for oil industry shipments, with two lines - Safmarine and UAL - calling regularly on scheduled services to various West African countries.

## Increases in the pipeline!

The high level of activity in the offshore oil and gas industry has seen a continuing increase in the tonnage of steel pipe handled at Aberdeen Harbour this year. Imports and exports were well over 100,000 tonnes by the end of November - more than 10,000 tonnes up on the 2004 annual total.

Mike Packer, Managing Director of Euroline Shipping Company, agent for many of the shipments, said: *"The Harbour Board's flexible approach means we are making increasing use of their modern, open quay space to marshal and distribute pipe. We're attracting shipments from other ports and distributing to a wider area of Scotland."*

## Board Appointments

Aberdeen Harbour Board have announced the appointment of three members to fill vacancies on the board of the Trust Port.

Current Chairman, David R Paton OBE, and Yvonne Allan have been re-appointed.

Anne Scott has been appointed for the first time. A solicitor by profession involved initially in maritime law, she later specialised in taxation legislation and currently sits on various Tribunals across Scotland. She has also been a non-executive director of various local companies and organisations, a past Governor of The Robert Gordon University and brings a wide experience of human resources and industrial relations matters.

All three appointments are effective from 1 January 2006 for a period of three years.

There was again strong interest in the vacancies on the Board which has a total of 12 members.

# Port users contributing to development strategy

Port users at Aberdeen Harbour are positive about the coming year, with most seeing their throughput increasing or at least staying the same, according to independent research completed in the autumn.

The market research study was commissioned from The Robert Gordon University by the Harbour Board as part of the ongoing updating of the port's development strategy.

The study notes that: *"The current prospects for continued business are excellent, with a fair degree of confidence that business will increase in the short term"*.

It adds: *"While the growth in port traffic has been slowing, Scottish ports have been more resilient than the UK as a whole. The predicted growth rates for the whole of the freight-forwarding industry shows steady growth over the coming period."*

*"This, coupled with the push from the Government and the EU to move more freight from roads to rail and sea, points to a more promising outlook for the next few years. The oil market in which Aberdeen is the major player is still showing positive trends."*

The study further notes that the eventual decline of the oil industry means that diversity of activity will have to be encouraged at Aberdeen, and the Board are already pursuing this.

Harbour Board Chief Executive, Barclay Braithwaite, commented: *"The responses reflect our own reading of the market and are most encouraging."*

*"The study also raised a number of suggestions for improving operational aspects at the port, some of which are already being addressed by the Board – for example, creating further space and storage and improving traffic flow."*

*"The record tonnages of cargo and shipping in recent years have demonstrated the port's capacity to handle increasing activity and it is central to our strategy that we continue to evolve the facilities to meet users' requirements. The reconstruction of Albert Quay West, the latest in a series of projects, is an example of our continuing process of providing additional operational space and maximising port assets."*

*"The study complements our regular contact and discussions with port users and provides a valuable summary of their views,"* said Mr Braithwaite. *"We are now addressing individual responses and suggestions, and the overall input is making an important contribution to shaping future development strategy. The Board are very grateful to all who participated in the study."*

## Winners again!

The Aberdeen Association of Civil Engineers' Quizmasters title has been won by a team from the Harbour Board for the second year in succession. Ken Reilly, Jamie Christie, Patrick Jordan and Graeme Wood competed against five teams in a series of 10 sets of 10 questions to take the trophy sponsored by civil engineering firm, Mott MacDonald.

## Website visuals

The wide range of shipping activity at Aberdeen Harbour is featured in the latest addition to the Harbour Board's website which now includes photographs from throughout the port. Further additions and improvements are planned as part of the continuing development of the site.

## Albert Quay West

The reconstruction of Albert Quay West to create 212 metres of upgraded common-user facilities at a cost of £4.5 million is on schedule for completion in March. Dredging work, to deepen berths to -7.5 metres, was finished in late November. The quay will accommodate two medium-to-large vessels.

## Environment Update launched

The Harbour Board have launched an *Environment Update* newsletter, to be circulated twice a year in line with the commitment to publishing information about the environment.

Patrick Jordan, the Board's Environmental Advisor, explained: *"The Update is intended to keep stakeholders – port users, Board employees and others – informed about environmental developments and issues at the port."*

The first edition includes articles on a new Board system enabling staff to report on environmental concerns; the Board's participation on a "Fishing for Litter" scheme in the fishing industry; oil pollution incidents; and the purchase of a new road-sweeper to improve cleansing standards.

The newsletter also notes the progress being made towards meeting the annual objectives set by the Board's Environmental Unit.

*Environment Update* can be viewed on [www.aberdeen-harbour.co.uk](http://www.aberdeen-harbour.co.uk)

## Public Awareness

A leaflet highlighting the role of the modern port has been produced in response to the public's interest in Aberdeen Harbour.

With safety and security restricting access to the port, the leaflet also lists locations from where the harbour can be viewed – including a section of the Nortrail coastal walk - and sources of further information.

The leaflet is also available for downloading on the Harbour Board website.

## Driving forward

The Harbour Board are continuing to seek measures to ensure ease of access to and exit from the port area at a time when a number of major proposals for the city would impact on traffic flow.

The Board continue to have constructive dialogue with the City Council to ensure that the harbour is not compromised in any way by the proposed Union Square retail and leisure development or infrastructural changes required for pedestrianisation of Union Street.

# A Port with a Strong Future

**Aberdeen Harbour Board Chief Executive, Barclay Braithwaite OBE, is to retire at the end of April, 2006, after more than 30 years with the Board. He joined as Deputy Harbour Engineer in 1974, becoming Harbour Engineer two years later and Chief Executive in 1990.**

Board Chairman, David Paton OBE, said: *“Barclay’s huge contribution is a major factor in one of the most significant periods in the harbour’s long history. Aberdeen is a thriving, world class port with a key role in the Scottish economy.”*

Here, Barclay gives *Quaynotes* an insight into the port.

## What are the most significant changes you’ve seen at the port?

*The virtual rebuilding of the port to make it one of the most modern in Europe. Also the major growth in shipping and cargo.*

## What have been the highlights for you?

*There have been many highlights over the years. These vary from the successful completion of major projects such as the creation of Telford Dock, to attracting new customers to use the port, to achieving record traffic levels such as our current record shipping tonnage for the 6th year in succession, to the growth of our contribution to the economy of both the North East and of Scotland.*

## Any disappointments or unfinished business?

*I am pleased to say there have been no major disappointments. There is always unfinished business and there are plenty of challenges in the future, both in relation to Aberdeen Harbour itself and to broader issues such as raising the profile of sea transport, developing short sea and coastal shipping, and further transport integration.*

## Did you ever envisage in the mid ‘70s that cargo would increase more than two-and-half times to almost 5 million tonnes and shipping more than quadruple to over 21 million tonnes?

*We believed in the mid 70s that there was potential to increase traffic, particularly in the oil related sector but also general cargo. This was why we put in a lot of investment and effort at that time to create new facilities and attract new users. We did not envisage in the mid 1970s that the traffic would grow to its current level but this did become clearer through the 1980s and encouraged us to carry on the investment in facilities to attract this level of traffic.*

## Can the port continue to attract and handle more traffic?

*We are carrying forward the strategy of investing in facilities into the future with a view to attracting and handling more traffic.*

## What are the port’s strengths?

*Lots of them, including diversity and volume of traffic; versatile facilities; proactive management and investment; efficient and profitable operation; close relationship with port users; and a great team at the Board. They’ll stand the port in good stead for the future.*

## More than £150 million has been invested by the Board since ‘70s. What’s left to do?

*My retirement will more-or-less coincide with completion of the new*

*Marine Operations Centre and reconstruction of Albert Quay West – concluding a long series of major projects. But there will be other developments as the port continues to evolve to meet requirements and maximise assets.*

## Has port management become much more complex, with the interface with external organisations, increased legislation and security and so on?

*Port management has become more complex and, as with most areas of life, is carried out at a far faster pace than in the past. There is, however, a fundamental and ageless simplicity about the basic function of a port, which is to provide a place for vessels to berth and carry out the sea to land transfer of goods or passengers. Whatever the overall complexity of the operation, the fundamental function must be kept in focus.*

## What surprises first time visitors to the port?

*Our website means most have done their homework before visiting. For others, it’s finding what they may have thought of as a “local” port having such a modern infrastructure, range of traffic and global markets. Having the city centre virtually on our doorstep is also a pleasant surprise to many!*

## How do you see the future for the port?

*I believe the port has a strong future. It has excellent facilities to build on current record traffic levels by attracting increased and more diverse traffic and has the financial strength to continue the ongoing investment programme to maintain the quality of these facilities.*

## What’s your favourite view of the port?

*Busy with ships loading and unloading! The diversity of activity means different views throughout the port and changing from day-to-day.*

## What will you miss most?

*I thoroughly enjoy what I do and will miss quite a number of aspects.*

## What’s next for you?

*I look forward to pursuing a range of business, voluntary sector and leisure interests in the future, but I hope to do so at a slightly slower pace.*

*\*Barclay was accompanied by his wife, Christine, and sons, Ross, and Stuart, at Buckingham Palace recently when HM The Queen presented his OBE for services to the ports industry.*

# Larger shipments for Omya

Larger tankers are to begin calling at Regent Quay next year to deliver increased volumes of calcium carbonate slurry products from Scandinavia to Omya UK's expanded tank farm at the Waterloo yard which serves the paper industry throughout the UK.

Additional storage and a second railhead will accommodate the increased shipments which are piped from the quayside to the tank farm for mixing and onward distribution by road and rail.

Omya have developed the project in conjunction with vessel operators, the Harbour Board and Euroline Shipping Company who are the ships' agents and responsible for co-ordinating the turnaround of vessels at Aberdeen.

Harbour Board Operations Director and Harbour Master, Captain Colin Parker, said: "This development is another excellent example of how the port can accommodate expanded facilities and increasing international trade."

Swiss-headquartered Omya AG is an international white minerals company, with operations in 30 countries.

## Operations Centre Topping Out

A traditional topping out ceremony has marked a milestone in the development of the port's new Marine Operations Centre which is on schedule to come into operation in the Spring.

Harbour Board Chairman, David Paton, who spread the final pour of concrete, commented: "The Centre will be an outstanding symbol of a modern and successful port and will be a landmark building - not only for the harbour, but also for the city."

"It is also another demonstration that the Harbour Board are forward thinking and confident in the port's future in serving a wide range of industries. The state-of-the art Centre will bring further improvements to the operation of the already highly efficient port."

The ceremony included the trademark piper from main contractor, Sir Robert McAlpine, and an evergreen bough fixed to the building for good luck. Andrew McAlpine, a Director and Partner in the company, presented Mr Paton and McAlpine's Works' Manager, Ian Leslie, with engraved tankards.

The efficiency of marine operations will be improved through integration in the £4.5 million Centre which will also accommodate the latest vessel traffic management equipment (see below) and the port's ship's bridge training simulator.

## VTS Equipment Ordered

A contract for Vessel Traffic Services (VTS) equipment for the port's new Marine Operations Centre has been awarded to Transas following competitive tendering. The package includes two radars, a vessel automatic identification system receiver, meteorological monitoring sensors and display and recording equipment.

The equipment specifications were drawn up from national and international guidelines and following visits by Board staff to other ports.

The provision of modern and effective accommodation and equipment for the port's VTS officers is one of the main reasons for developing the Centre. The harbour handles more than 8,000 vessel arrivals and over 25,000 movements annually.

## Season's Greetings!



Aberdeen Harbour Board members, management and staff wish all readers of *Quaynotes* a merry Christmas and a prosperous New Year!

The Board's offices at 16 Regent Quay will be closed on 26 & 27 December and 2 & 3 January, with the port open as usual for vessel movements.

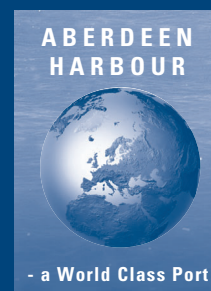
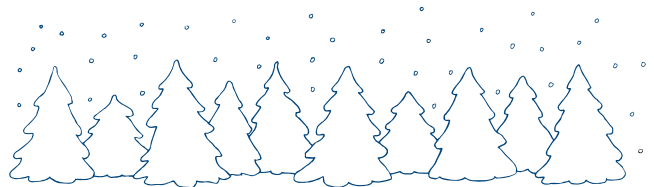
## Making the News

Quaynotes is distributed to a wide range of current and potential port users, wider industry interests, authorities and organisations, and the media, as well as being included on the Board's website.

Editions are planned for March, June, September and December during 2006. Relevant contributions for possible inclusion are welcome and should be emailed to [info@aberdeen-harbour.co.uk](mailto:info@aberdeen-harbour.co.uk)

## Civil Engineers' Visit

President of the Institution of Civil Engineers (ICE), Gordon Masterton, recently received an insight into harbour developments when he toured the port by launch. The group, including ICE Director General, Tom Foulkes, and representatives of the Aberdeen Association of Civil Engineers and the ICE East of Scotland branch, was accompanied by the Board's Engineering Director, Ken Reilly.



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