



Aberdeen Harbour

2005

Review

# key facts 2005

Imports and exports	4.85 million*
Vessel arrivals	8,335
Tonnage of shipping	21.7 million gross tonnes*
Busiest week for shipping	519,045 gross tonnes*
Number of passengers	140,952*
Turnover	£19.61 million*
Profit before tax	£5.61 million

\*new record



# aberdeen harbour is:

- The centre of activity for offshore oil and gas industry marine support in North-west Europe
- The principal commercial port for North-east Scotland
- An international port, with global connections
- A roll-on/roll off ferry port, with services to Norway and to the Northern Islands of Orkney and Shetland, for which it is the principal mainland terminal
- A container port
- A gateway for the agricultural industry
- A major centre for the import of forest products and the export of finished paper products
- An important fishing port in a city which is a key processing centre
- A port-of-call for cruise ships

*Front: Increasing shipments of oilfield equipment to-and-from West Africa are a feature of record activity at Aberdeen Harbour.*

In 2005, Aberdeen Harbour Board again achieved the twin core objectives of a successful year in port operations and laying further groundwork for the future.

Issues shared with the wider world – from urban redevelopment and traffic congestion to raised security requirements – underlined the harbour's close interface with its surroundings and the need to be ever mindful of the best interests of port users.

The Board were involved in discussions with Aberdeen City Council and others on third party plans for major developments to the immediate south and west of the port, and also submitted comments on the Council's Local Plan update.

Positive discussions were held with the local authority on ensuring ease of access and exit at the port at a time when proposed developments in the city could impact. In a submission to the Scottish Executive, the Board urged that the Aberdeen Western Peripheral Route be constructed as soon as possible, given its importance to the economy. The Board were also actively addressing traffic measures within the harbour area.

The harbour's capacity to handle more traffic is confirmed by the statistics which again show record cargo and shipping handled during the year. However, there is no complacency on the part of the Board. Projects implemented and planned and the commitment to further significant investment will ensure the continuing efficient operation of the port and that there is room for even more growth.

At the same time, we recognise the need for competitiveness, and rates and charges for 2006 were held at 2005 levels, the seventh time in eight years without increase in main charges.

Barclay Braithwaite OBE  
Chief Executive

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As an independent statutory authority created by Act of Parliament, Aberdeen Harbour Board are responsible for the administration, maintenance and development of the Trust Port.

The Board embrace all aspects of the voluntary code in the publication *Modernising Trust Ports - A Guide to Good Governance*, issued in January, 2000 by the then Department of Environment, Transport and the Regions.

Members of the Board provide a broad spectrum of relevant experience and skills in securing the future of the port in line with strategic objectives. These include provision of infrastructure; encouraging competitive services; flexibility in approach; diversification of traffic, and developing and sustaining the port as a centre of activity.

Three non-executive members were appointed to the Board, effective 1st January 2006, for a period of three years. They were Cllr Yvonne Allan, David R Paton OBE and Anne D Scott.

C. James Middleton was appointed a non-executive member following the resignation of Ron Robson in January, 2005



R. Barclay Braithwaite, who was awarded an OBE in the Queen's Birthday Honours in recognition of services to the ports' industry, indicated his intention to retire at end-April 2006, after more than 30 years with the Board. A national search was initiated to recruit his successor.

### Meetings and Committees

The Board met on eleven occasions during the year. The procedure for additional meetings on particularly important or urgent matters was not required.

The Board have two committees, with membership appointed annually. The duties and constitution are as follows:

### Remuneration Committee

Duties include consideration of all aspects of staff remuneration and senior management appointments, consideration of specific issues delegated or remitted by the Board and making recommendations or advising on actions. The Committee met on six occasions during 2005.

David R. Paton OBE (Chairman)  
Keith K. A. Allan  
Robert W. Byth MBE  
Captain Jeremy J. Procter  
R. Barclay Braithwaite OBE (Chief Executive)

### Audit Committee

The Audit Committee has a broad remit to consider and monitor all aspects of the Board's business activities and financial systems, including ensuring compliance with corporate governance principals. The Committee met on five occasions during 2005

Robert W. Byth MBE (Committee Chairman)  
Keith K. A. Allan  
Alan D. J. Amooore  
Cllr Yvonne Allan  
C. James Middleton

### BOARD MEMBERS



*Left-right – standing: Ian Jessiman, Board Secretary; Ken Reilly; Ron I. Smith; Alan D.J. Amooore; C. James Middleton; Captain Colin Parker; Captain Jeremy J. Procter.*

*Seated – Graeme Clark, Finance Director; Barclay Braithwaite OBE; David R. Paton OBE, Chairman; Keith K.A. Allan, Vice Chairman; J. Melvin Keenan.*



*Insets: Cllr Yvonne Allan & Robert W. Byth MBE.*



## David R. Paton OBE

A Chartered Surveyor, David R. Paton OBE has been a member of Aberdeen Harbour Board since 1984 and Chairman since 1994.

He is the past President of Aberdeen Chamber of Commerce, past Chairman & President of Scottish Council for Development and Industry, past Chairman of Scottish Chambers of Commerce and past Board Member of British Chambers of Commerce. His involvement with numerous voluntary organisations includes Aberdeen Foyer, Macmillan Cancer Relief, Scottish Civic Trust, National Trust for Scotland, Order of St. John, Prince's Scottish Youth Business Trust, Peacock Visual Arts, Tivoli Trust and Grampian Houston Association and several building preservation trusts.

## Keith K. A. Allan

A graduate in physics from the University of Aberdeen, Keith Allan served with the United Kingdom Atomic Energy Authority for three years before joining Shell International in 1965. He worked in nine countries worldwide before retiring from Shell (UK) Exploration and Production in Aberdeen as Director of Technical Services.

He has since served as a non-executive Director of Wood Group Engineering from 1996-99 and is currently a Board member and Audit Committee Chairman of NATCO Group, a New York Stock Exchange publicly quoted company, and Chairman of Solstad Offshore UK. He first became a Board member in 1991 and has been Vice Chairman since 1997.

## Cllr Yvonne Allan

Yvonne Allan has been a member of the Board since 1997 when she was appointed by Aberdeen City Council. Since 1986, she has been Councillor for Torry – a community close to the industries and workings of the port. She has been the convener of the Council's Resources Management Committee, Environmental and Consumer Protection Committee and Community Development Committee.

A keen environmentalist, Yvonne is the past Chair of the National Society for Clean Air (Scotland) and a member of Waterwatch Scotland and its North-east Vice Convener.

## Alan D. J. Amoore CA

Alan Amoore is a member of the Institute of Chartered Accountants of Scotland and was in professional practice for over 30 years, latterly with international firm, KPMG. From 1994-99 he was Managing Partner of the firm's Aberdeen office. Alan has considerable experience of working with and advising commercial organisations, mainly in North-east Scotland.

He is convener of the Audit Committee of the University of Aberdeen and a member of the University's Court; Hon Treasurer of Voluntary Service Aberdeen, and is involved with a number of other business and charitable organisations.

## Barclay Braithwaite OBE

Barclay Braithwaite is a member of the Board in his executive position of Chief Executive. A Fellow of the Institution of Civil Engineers, he was Harbour Engineer before becoming Chief Executive in 1990. Involved in the ports industry at national level for a number of years, he is a Council member and past Chairman of the British Ports Association and previously Chairman of its Scottish Ports Group.

Barclay is currently Chairman of the Ports Industry National Committee for Health, Safety Skills and Standards, and a Board member of the safety and training organisation, Ports Skills and Safety Limited. He is a Board and Council member of Aberdeen and Grampian Chamber of Commerce, Chair of the Advisory Group of Aberdeen Common Purpose, and a Trustee of the Aberdeen Safer Community Trust.

## Robert W. Byth MBE

Robert Byth has been a Board member since January 1994. An Aberdeen University graduate in law, he is a solicitor by profession, and was a partner in Ledingham Chalmers, Solicitors, Aberdeen, where he specialised in Commercial Law.

In 1996 he became Director/Group Solicitor of the Balmoral Group of Companies, headquartered in Aberdeen, but with extensive interests in the oil and gas sector throughout the world. He is now retired from the position but has continued as Group Legal Consultant to the Company.

Formerly a Governor of the Robert Gordon University, he is a past president of Aberdeen Chamber of Commerce and served until 2005 on the Board of Scottish Enterprise Grampian of which he was Vice Chairman. He is also a Board member of the Rowett Research Institute and Chairman of the Institute's Audit Committee.

## J. Melvin Keenan MCIPD

Mel Keenan recently retired as Executive Chairman of RGIT Montrose, a company specialising in safety, survival, fire fighting and emergency management training for the international oil and gas industry. Previously Senior Human Resources Adviser to Elf Exploration and Production UK, he was responsible for HR in Elf-operated offshore oil fields. He is also experienced in downstream oil refining, petrochemicals and the paper making industry.

Mel also served as a trade union official with the Transport and General Workers Union and the Banking Insurance and Finance Union.

He is currently a member of the Employment Appeals Tribunal.

Previous public appointments include the Offshore Petroleum Industry Training Board, Oil Industry Advisory Committee to the Health and Safety Commission, Sea Fish Industry Authority and Sea Fisheries Training Council (Chairman).

## C. James Middleton FNI

A Master Mariner, Jim Middleton spent some 40 years in tankers and the wider marine activities of the oil industry. After port operations in Milford Haven and Saudi Arabia, and managing tug, barge and tanker operations in the Gulf of Mexico, he moved to Aberdeen in 1984. Until 1999, Jim managed marine, underwater and pipeline operations for an offshore oil company. He was active in industry technical committees during the evolution of North Sea safety initiatives in that period. He is now a marine consultant, including on harbour safety management systems. He maintains his contacts with the fishing industry and involvement with offshore oil marine operations.

Jim is a Fellow of the Nautical Institute, a Court member of the Honourable Company of Master Mariners and a member of the North & East Scotland Ports Welfare Committee and of the Scottish Council of the Mission to Seafarers.

## Captain Colin Parker

Captain Colin Parker was in the Merchant Navy for 13 years from 1974, working on a wide variety of vessels throughout the world and gaining his Master Mariner's Certificate in 1986 during four years on oil support vessels in the North Sea, regularly visiting Aberdeen Harbour. He joined Aberdeen Harbour Board in 1987 as a Navigation Control Officer and became Assistant Harbour Master in 1990. Appointed Harbour Master in 1994, he was also made Operations Director in 2003.

Captain Parker has been Chairman of the British Ports Associations' Scottish Ports Committee since 2002. He is a member of the Nautical Institute and The International and United Kingdom Harbour Masters' Associations.

## Captain Jeremy J. Procter MNI MEI

Jeremy Procter is a master mariner who served 17 years at sea with BP Shipping followed by a further 17 years with BP International and BP Exploration. Experience included moving exploration rigs in the UKCS area, Marine Superintendent at BP's Rotterdam Refinery, managing BP's UK supply and standby vessel operations, and Marine & Offsites Superintendent at Sullom Voe Terminal, where he was appointed by the Secretary of State for Scotland as Industry Representative on the Zetland Harbour Advisory Board. He spent two years as a marine consultant based in Maracaibo, on loan from BP to PEQUIVEN, the Venezuelan petro-chemical subsidiary of PDVSA.

In 1994 Jeremy took an early retirement package from BP and set up his own marine consultancy specialising in marine and port services for the oil industry. He has since undertaken work in the USA, Venezuela, Turkey, Germany, Gibraltar, and the Middle East. A past chairman of the North of Scotland branch of the Nautical Institute, he is also membership secretary of the Aberdeen, Highland & Islands branch of the Energy Institute and a member of the Honourable Company of Master Mariners. He has been a member of the Board since 2003.

## Ken Reilly

Ken Reilly gained wide experience in engineering consultancy at home and abroad before joining Aberdeen Harbour Board in 1980 as Engineering Assistant. He became Engineering Director in 1990 and has been responsible for many of the major infrastructure changes and improvements in the harbour.

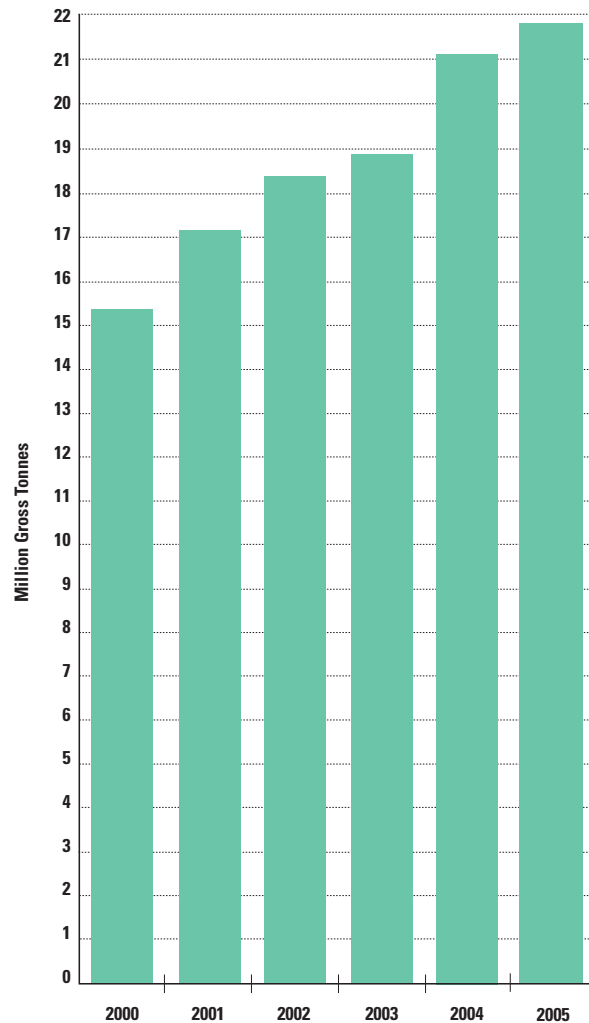
Ken is also responsible for the Board's environmental work and is a member of the British Ports Association Environmental Working Group and Engineering and Dredging Groups. He is a member of the Institution of Civil Engineers and the American Society of Civil Engineers and an Affiliate of the Institute of Environmental Management & Assessment.

## Ron I. Smith

Ron Smith is a member of the Institute of Chartered Management Accountants and the Chartered Institute of Logistics and Transport. Having spent the last 30 years in transport, latterly as Group Logistics Director of Grampian Country Food Group, he has practical and technical experience of operating road haulage companies and of rail freight terminals in North-east Scotland, and of import and export of container shipments.

Ron is the author of books on rail freight and intermodal transport, and has lectured at Universities in Edinburgh and Prague on freight transport. He was formerly a committee member and non-executive Director of the Freight Transport Association.

## tonnage of vessels



Aberdeen Harbour's capacity to handle increasing traffic was again demonstrated in 2005, with the tonnage of cargo and shipping setting new records. A wide variety of cargo was again handled – 4.85 million tonnes, compared with the previous record of 4.56 million in 2004.

Shipments for the oil and gas industry in UK waters and further afield and growth within various sectors of general cargo were the main factors. Grain exports were a record at almost 73,000 tonnes, 10 times the figure in 2002. Animal feedstuffs, principally salmon feed to Shetland, almost doubled year-on-year to around 53,000 tonnes. Landings of white fish, industrial fish and shellfish were also up, at over 23,500 tonnes.

The strong performance was not sustained across all cargoes, however, and the closure of one of the area's paper mills saw the export of finished products more than halved to less than 23,000 tonnes.

There was a further increase of over 8,500 to 140,952 in the number of passengers using the port – virtually all on the daily ferries sailing to Orkney and Shetland. With the number of passengers more than doubled since 2000, the statistics highlight Aberdeen's established role as the principal mainland port serving the Northern Isles.

The investment in deep-water berths in recent decades continues to deliver results, with the tonnage of shipping, at 21.7 million gross tonnes, a new record for the seventh year in succession.

The combination of capacity and efficient services saw the port twice set records for the busiest week's shipping, reaching 519,945 gross tonnes for seven days in November.

The rapid turnaround of vessels has long been a selling point at Aberdeen and the performance in 2005 included new records for the volume of grain loaded in a day.

# operations



*Aberdeen is the principal mainland port for ferry services to Orkney and Shetland.*



Aberdeen Harbour's role in international trade is long established and, with direct links with more than 30 countries, it remains a key gateway for a wide range of Scottish industries.



*Aberdeen is a centre for importing wood pulp.*

The Board are committed to helping sustain current connections and identify and develop new opportunities.

In recent years, the expansion of marshalling yards at the port has encouraged a hub role in the shipment of oilfield equipment and the Board have worked closely with local agents and shipping lines in the development of routes.

The growth in traffic to-and-from West Africa is an excellent example. With two shipping lines making regular, scheduled calls at Aberdeen, the largely oil-related cargoes virtually doubled in the first half of this decade to almost 38,000 tonnes in 2005.

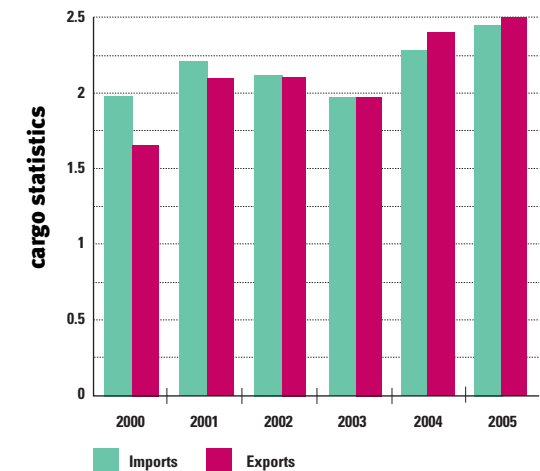
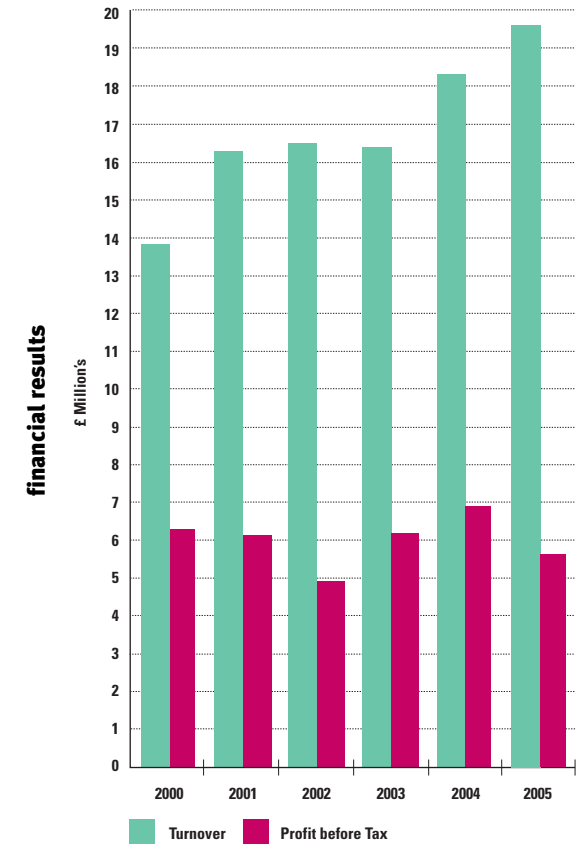
Depth of berthing, storage and security were among the reasons for the port being chosen for the import from Denmark of 20 large turbines in five consignments for Aberdeenshire's first wind farm.

Shipping connections in 2005:

- |               |             |
|---------------|-------------|
| Algeria       | Argentina   |
| Belgium       | Canada      |
| China         | Denmark     |
| Egypt         | Eire        |
| Faroe Islands | Finland     |
| France        | Germany     |
| Greece        | Israel      |
| Ivory Coast   | Italy       |
| Malta         | Mexico      |
| Morocco       | Netherlands |
| Nigeria       | Norway      |
| Philippines   | Poland      |
| Portugal      | Russia      |
| Singapore     | Spain       |
| Sweden        | Tunisia     |
| Turkey        | USA         |



*Developing new traffic – imported turbines for a wind farm.*



# development

Major projects throughout the port in recent years are visible proof of the Board's proactive approach to development in meeting the requirements of port users and new opportunities.

Since the 1970s, the Board have invested around £140 million, including £6.5 million in 2005, in development and maintenance.

The reconstruction of Albert Quay West was underway in 2005, the latest in a sequence of projects which have modernised quays and provide 20 deep-water berths. These berths have been a vital factor in attracting larger vessels and increased cargo.

Scheduled for completion in March, 2006, the £4.75 million reconstruction of Albert Quay West will provide 212 metres of common-user quay, with berths dredged to  $-7.5$  metres and capable of accommodating two medium-to-large vessels. Fuel and water connections will be provided. Plans to further improve the Point Law peninsula, including the provision of a large open, back-up area, were at an advanced stage.

Elsewhere, repair and corrosion protection of quays was ongoing.

Development related to safety included the installation of a river current meter to provide improved information relevant to vessel movements.

In a continuing response to the introduction of the International Ship and Port Facility Security Code in 2004, increased measures, including fencing, were implemented. The extensive security has required considerable expenditure by the Board.



*Reconstruction of Albert Quay West, with buildings beyond to be cleared for 20,000 square metres of surfaced back-up area.*



By year-end, the construction of the port's new state-of-the-art Marine Operations Centre, at a cost of £4.5 million, was well advanced.

The facility will accommodate the latest vessel traffic management system and the port's ship's bridge training simulator, which will be transferred to the Centre. It will also bring further improvements to efficiency, with the integration of marine operations at a single location.

The Centre will provide the required good visibility of the port entrance, main channel and entrances to the three arms of the port.

The design, chosen following a competition, reflects a traditional Scottish lighthouse, supporting a modern glass structure.

Scheduled to be operational in early summer, 2006, the Centre has already become a landmark, enhancing the image of both port and city.

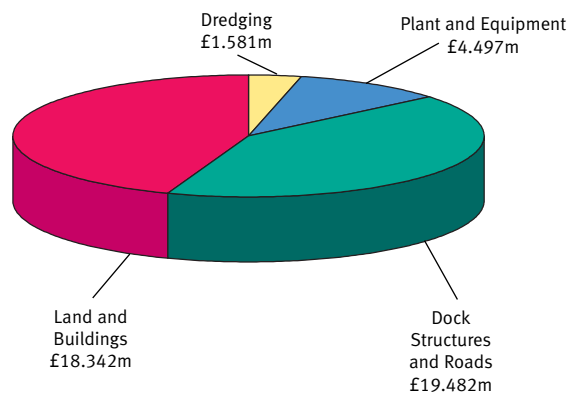
The 20,200 sq. ft. Marine House on Blaikies Quay and seven neighbouring industrial units were added to the Board's property portfolio in a £5 million transaction. The acquisition represented an investment opportunity and integrated a prime location into port management systems, facilitating long-term operational improvements.



*Laying the final concrete at the Marine Operations Centre - Harbour Board Chairman, David Paton (left), with Andrew McAlpine, a Director and Partner in Sir Robert McAlpine.*

*Construction of the new Marine Operations Centre progressed through 2005.*

**Capital and Maintenance Expenditure  
2001 to 2005**



# safety

In another very positive year for health and safety, accidents in manual handling by Board staff were reduced to zero whereas, in 2004, manual handling accounted for 29% of all accidents. The improvement was achieved through the targeted efforts of the Health and Safety Unit in increased training and information and with the full cooperation and participation of the workforce.

A series of Safety Leadership training events for all employees, in conjunction with local training consultants, was very productive in promoting the ethos of health and safety as the responsibility of all.

The Port Safety Liaison Group, set up in 2004, continued to make an impact on health and safety issues. Employees of Group members attended the final Safety Leadership training event and this approach may continue in 2006. Arrangements were made for guest speakers to deliver training and advice to members and other regular port users.

The Board carried out a health and safety culture assessment to ascertain the strengths and weaknesses of employee culture and to align strategic plans to influencing positive change. This also allows benchmarking of the current culture and comparison of future survey results to chart progress.

The Health and Safety Unit performed Noise Assessments on all plant and equipment which may present a risk under the Noise at Work Regulations, due to be updated in early 2006.

A revised Workplace Inspection system was introduced, further enhancing the health, safety and welfare of all port users and improving the maintenance of the port's infrastructure.

*The harbour launch, Sea Shepherd, contributed to safe operations at the port.*



# environment



The Board's continuing emphasis on the environment in all aspects of operations included raising awareness and linking with stakeholders. For example, monitoring work continues to benefit from close links with the University of Aberdeen.

The British Port's Association's workshop for port environmental specialists was held at the Board's offices at Regent Quay, with the event focusing on Scottish environmental laws and developments.

In line with the Board's commitment to publishing environmental information, the first issue of *Environment Update* was published. The twice-yearly bulletin, improving awareness and reporting on performance, is available on the Board's website.

The Board agreed to participate in the *Fishing For Litter* scheme which provides free waste facilities for marine litter caught by fishermen.

Despite another record-breaking year for activity at the port, energy use has remained largely steady, with 3.47 million kilowatt hours consumed, an increase of less than 1% on 2004.

There were 15 oil pollution incidents in 2005, one fewer than 2004, with five companies and Masters receiving Police Warnings which appear as convictions at the Scottish Criminal Records Office.

The majority of spills still occur as a result of loose connections and overflows when fuelling vessels. Some companies now deploy precautionary containment measures during these operations. This is a positive, proactive measure and the Board's encourages it to be used more widely.

Stricter reporting procedures have led to an increase in reports of very small spills and oil 'sheens' with no apparent source. Harbour staff and the Police also investigated these events, in line with the Board's policies on investigating pollution.





# marketing & public relations

The marketing and promotion of the port to a wide target audience is a central component in the Harbour Board's ongoing strategy and a review of the programme and profile was initiated in 2005.

Independent market research undertaken with port users showed they were positive about the coming year. The input is contributing to shaping the Board's development strategy.

The regular, direct contact with port users and potential users, stakeholders, organisations, media and community was supported by a comprehensive package of activities and materials.

The importance of the Board's website as a modern communications tool was reflected in the continuing process of improvements and additional content.

Items used in promoting the port included the Annual Review; the latest Port Handbook; CD; information pack; four editions of the popular Quaynotes newsletter; a calendar marking the 40th anniversary of the first oil base opening, and a leaflet highlighting the modern port's role to the public.

Media relations included an increase in news releases; feature articles and interviews; photo and filming opportunities; and responses to requests for comments on particular situations.

The Board participated in a variety of business and industry events during the year, was a supporting sponsor of the Aberdeen and Grampian Chamber of Commerce *Northern Star Business* awards, and held a reception during the Offshore Europe oil exhibition.



The Harbour Board recognise the importance of a close relationship with the local community, both where activity interfaces and in the area of social responsibility.

The Board became involved from the initial planning stage in a project for a major upgrading of the Aberdeen Harbour Gallery in the award-winning Aberdeen Maritime Museum of which they were an original sponsor. Funding of £45,000 was agreed in support of the latest phase, due for completion in Spring, 2006.

A leaflet produced by the City Council to promote the heart of Aberdeen to visitors was funded by the Board, with ferry and cruise passengers and delegates at Offshore Europe among recipients.

The Board also began working with the Council in planning an *Aberdeen Harbour Trail* around the outside of the port and from where city residents and visitors will be able to view key features and information panels.

Funding was provided for a series of *Listen at Lunchtime* recitals at city centre venues by groups appearing in the acclaimed Aberdeen International Youth Festival.

*Sea Aberdeen*, an afternoon of family entertainment celebrating Aberdeen's many connections with the sea, was also supported.

*Sponsorship included (from top) Sea Aberdeen; the Northern Star Business Awards and the Aberdeen International Youth Festival, and a promotional leaflet for the City Centre (above).*



# outlook



*Aberdeen is a hub port for oil vessel charters.*

Aberdeen Harbour has a portfolio of proven strengths – from versatility of modern facilities to diversity and volume of traffic, close relations with port users and an efficient team in-house - which will stand the port in good stead for the future.

The Board's confidence is backed by financial strength and a five-year plan to invest £44 million in maintenance and development, including further significant projects to accommodate increasing activity.

The port can still look forward to many years of servicing the oil and gas industry and it is to be hoped that Government measures will encourage sustained activity. However, the Board recognise that eventual decline is inevitable and continue the efforts to diversify operations at the port.

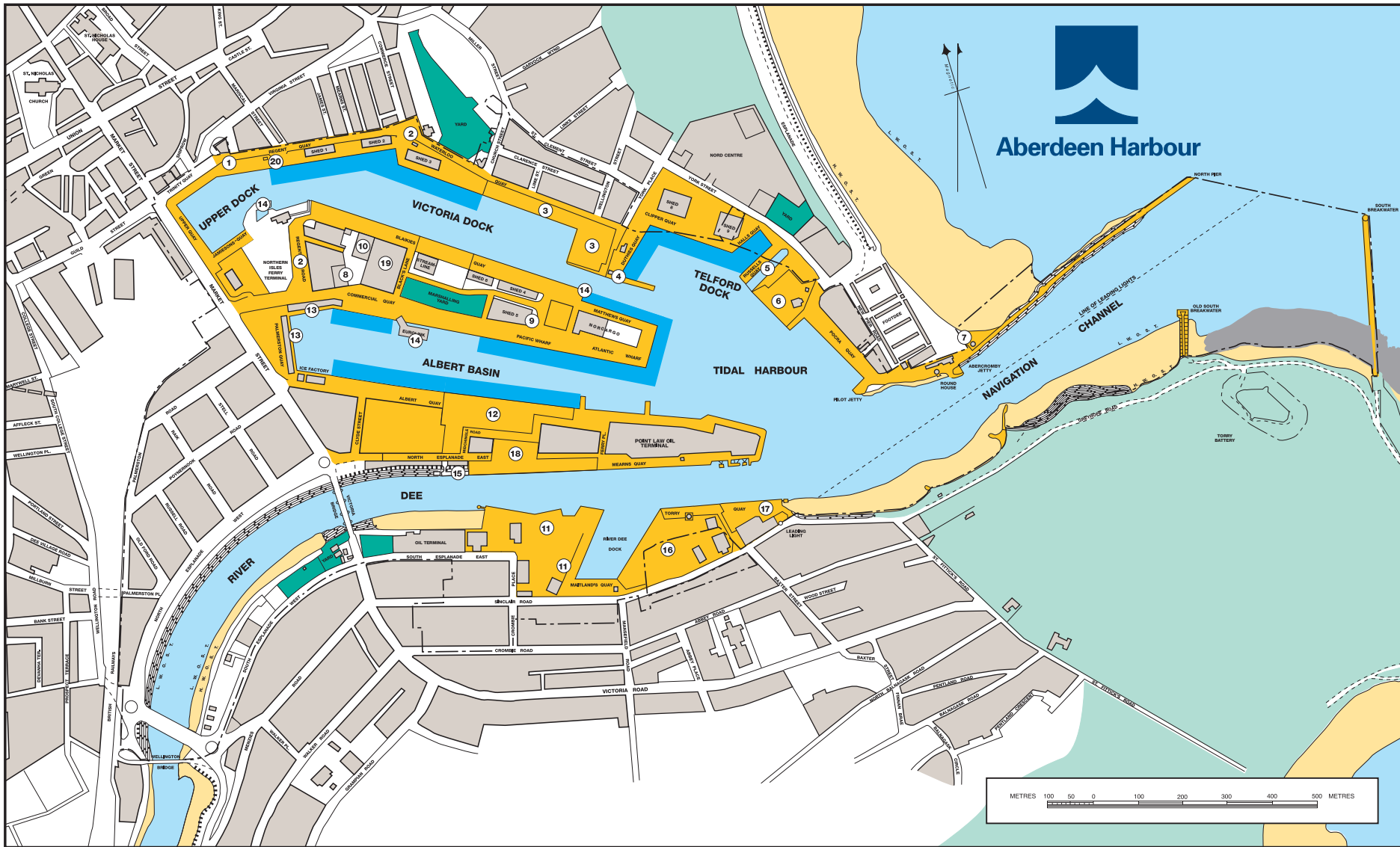
Initiatives such as the EU-funded Northern Maritime Corridor on regional development, and the promotion of both short sea and coastal shipping routes and the greater use of sea transport hold potential for increased traffic.

The Board will continue to develop close relationships with port users, relevant authorities and organisations, and the community.

The emphasis on efficient and profitable port operations will be maintained, along with the high importance given to health, safety and the environment, and staff skills and welfare.

*A view of the harbour from the new Marine Operations Centre.*





KEY				
① Harbour Office	⑦ SBS Logistics/Pocra Base	⑪ ASCO Base	⑱ Shell Base	Harbour Roads and Quaysides
② Weighbridges	⑧ Marine Operations Centre	⑫ BP Exploration Base	⑲ Total E&P UK Base	
③ SBS Logistics	⑨ Multi-Storey Car Park	⑬ Fish Market	⑳ Mearns Quay Base	Yards
④ Lifeboat Station	⑩ Grain Export Terminal	⑭ RO-RO Ferry Ramps	㉑ Maritime Coastguard Agency	Deep Water Berths
⑤ Dry Dock	⑪ Harbour Maintenance Dept.	⑯ RGIT Survival Centre	㉒ Security Gatehouse	Harbour Boundary

Photography: Aberdeen City Council; Aberdeen and Grampian Chamber of Commerce; Aberdeen Harbour Board – Patrick Jordan and Stephen Wilson; Aberdeen International Youth Festival; Sir Robert McAlpine; John Shewell; and Ken Taylor Photography.



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