

PROJECT SUMMARY

Background to Scrabster Harbour Trust

- Scrabster Harbour is a Trust port.
- The Trust exists for the benefit of stakeholders, which includes port users, employees, the local community and businesses and local / national government.
- The Trust is responsible for maintaining the balance between generating economic activity and safeguarding the environment.
- Scrabster Harbour Trust's vision is to develop Scrabster Harbour into one of the major generators of economic growth in Caithness by positioning the harbour as a port of choice for vessels operating in the seas to the North of Scotland.
- The Trust has an established track record of successfully delivering large scale infrastructure projects.
- The Trust has invested in the region of £20 million in the past 7 years—As a result Port revenues have grown by 58% between 2012 and 2018; 100% of any surpluses are reinvested in the Port.
- The importance of Scrabster, to the Caithness and North Sutherland, has been independently assessed; 403 FTE jobs are supported at present both directly and indirectly by the port.

Aims of the St.Ola Pier Redevelopment Project

To prepare for the future, safeguard jobs and create more business opportunities.

Maximise the contribution of port to the local economy and community. This is particularly important as the area prepares for a future without Dounreay.

Anticipated Project

The project outputs (assessed at Year 5 following construction, FY 2025-26) are as follows:

Short term employment and local business benefits over construction period

6% increase in total vessel arrivals at Scrabster

20% increase in total vessel tonnage at Scrabster

18% increase in port revenues

Generation of 46.3 FTE jobs, with associated increase in Gross Value Added (GVA) and total economic output of the Harbour

Additional 30,000 cruise passengers arriving at Scrabster, on vessels carrying a total of 10,500 crew

Cruise passenger and crew spend in Caithness of £1.830 million per annum.

Further opportunities for local supply chain development in the energy and tourism sectors

Project Description

The existing St Ola Pier is situated within the centre of the harbour and incorporates a 100 metre long berth to the southwest, a linkspan and a further 115 metre berth which was used by the Orkney Ferry prior to the Queen Elizabeth Pier being constructed in 2003.

The detailed design is nearing completion; at present the proposed works are anticipated to comprise of the following:

-Installation of new piled quay wall and pier deck to expand the existing pier. The renovated pier will be approximately 280 metres long with straight berthing faces. Some demolition works to the existing pier will be required to facilitate these works.

- The outer side of the pier will be dredged to achieve a depth of approximately -9.0 metres Chart Datum (CD). The volume of dredged material generated by these works will be approximately 145,000 cubic metres of sandy gravel and clay.

- The inner side of the pier will be dredged to provide a consistent berth depth of -7.5 metres CD. The volume of dredged material generated by these works will be approximately 8,000 cubic metres of sandy gravel and clay.

- Reclamation Area with Revetment facing: the reclamation & revetment area will be approximately 8,300 square meters at the root of the pier to provide storage for cargo handling.

- Installation of either a new fuel pipe and water pipe along the seabed from the Jubilee Pier across the inner birth and on the St. Ola Pier or installation of a new fuel tank on the proposed reclamation area.

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Marine Licencing and Environmental Assessment

The project has been determined by Marine Scotland as being a licensable activity which is subject to an Environmental Impact Assessment and requiring an Environmental Statement.

Scrabster Harbour Trust have engaged their consultants RPS to undertake all necessary studies to inform both the Environmental Impact Assessment and the project design.

Environmental Assessment

In line with the scoping opinion provided by Marine Scotland, the project EIA considers a wide range of environmental matters including the following:

ALTERNATIVES	WATER QUALITY
WASTE MANAGEMENT	MARINE BIODIVERSITY
TRAFFIC AND TRANSPORTATION	TERRESTRIAL BIODIVERSITY AND ORNITHOLOGY
NOISE AND VIBRATION	NAVIGATION
GEOLOGY, HYDROGEOLOGY AND CONTAMINATION	AIR QUALITY
COASTAL PROCESSES	CUMULATIVE EFFECTS

Current Project Timeline

March 2018 – Following submission of an EIA Screening Request by Scrabster Harbour Trust the Project was determined to be EIA development by Marine Scotland

July 2018 – An EIA Scoping Report was issued to Marine Scotland to identify potentially significant issues for detailed examination and those that can be ‘scoped out’ of future assessments

September 2018 – Marine Scotland provided a detailed Scoping Opinion outlining the matters which were to be scoped in or out of the project EIA

October 2018 – June 2019 - Project design progressed in parallel with completion of the EIA and write up of Environmental Statement

June/July 2019 – Submission of project marine licence application

December 2019 – Appointment of Contractor

January 2020 – Commencement of construction works (dependent upon licensing)

June 2021 – Completion of construction works