

Peterhead



P O R T A U T H O R I T Y





The Onshore Experts

...providing integrated services that drive efficiencies and reduce costs



A Fresh Approach to Decommissioning...



NSDecom is a collaboration between



NSDECOM.COM



Established experts bring a fresh approach to decommissioning...

Launched in 2016, NSDecom has brought a fresh approach to the onshore decommissioning sector through the provision of an unsurpassed level of integrated service delivery.

A collaborative alliance between NorSea Group (UK) and Scotoil Services, two of the leading service companies in the sector, NSDecom provides a single project focal point for all services related to quayside and onshore decommissioning activity resulting in more efficient and cost effective benefits for clients.



(From left) NorSea Group MD Walter Robertson & Scotoil MD Craig Smith

Targeted at operators, project managers and lead contractors, the partnership combines the logistics expertise and quayside facilities of NorSea Group with Scotoil's track record of 30 years' experience in specialised waste management and NORM decontamination. NSDecom delivers a complete onshore service from receipt of waste and equipment at the quayside through the cleaning and cutting process to the final reuse/recycle/disposal option.

The collaboration was developed in response to industry calls for more efficient and effective ways of working which would bring about lower costs and robust operational improvements.

The main centre of operations is at NorSea Group's purpose-built, deep-water decommissioning facility at Smith Quay. NSDecom is already looking at future growth as part of NorSea Group's three-phase programme of expansion at Peterhead which will include operatorship of Merchant Quay. Clients also benefit from Scotoil's recently refurbished, state of the art laboratory.

Relevant licences are also in place at Aberdeen Harbour and NorSea's supply base in Montrose.

The collaborative agreement is specific to onshore decommissioning. NorSea Group (UK) and Scotoil Services continue to operate as separate companies for all other aspects of their business.



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Scotoil invests in future of Waste Management

For more than 30 years, Scotoil Services has been a leading provider in the delivery of specialist waste management and NORM decontamination and disposal for the North Sea's oil and gas industry.

In that time we have built up a level of expertise that is second to none and as operators of Scotland's premier, fully licenced onshore treatment facility we provide an effective and efficient service for offshore producers, service providers and the growing decommissioning sector.

Matching our industry-leading experience is our reputation for innovation and through collaborative research and development we are committed to developing new environmental solutions to meet the changing needs of the industry.

To support this, in 2016 we invested in fully refurbishing and expanding our laboratory to create a state-of-the-art resource enabling us to carry out all testing on site.

This extension to our services means we now have the capability to analyse NORM samples including scales, sand, sludges, PPE and pig wax along with Polonium 210 analysis, heavy metals (such as zinc, chromium and copper), mercury analysis and the total hydrocarbon content of both solids and liquids including a more detailed breakdown of hydrocarbons within a fast turnaround time.

In 2014, Scotoil Services was acquired by the Tradebe Group to further enhance the services it provides to clients.

In 2016, Scotoil formed a collaborative alliance with NorSea Group (UK) as NSDecom, provider of a single focal point for all services relating to quayside and onshore decommissioning activity.

Scotoil is ISO 9001, ISO 14001, BS OHSAS 18001 certified, authorised by SEPA and FPAL registered.

Other Scotoil services include:

- ▶▶ Waste Transfer Station and DSGA Support (Dangerous Goods)
- ▶▶ Scrap Handling/Management and Non-contaminated Wash Bay
- ▶▶ PPE Shredding & Packaging
- ▶▶ Radiation Contamination meter hire, sales, repair and calibration
- ▶▶ Onshore and offshore RPS (Radiation Protection Supervision)
- ▶▶ NORM Awareness courses

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Foreword by Mr Ian M Laidlaw Chief Executive of Peterhead Port Authority



Photograph shows left to right:
Richard Baird - Health, Safety & Environment Officer
David Buchan - Senior Port Engineer
John Forman - Harbour Master
Ian Laidlaw - Chief Executive
Stephen Paterson - Deputy Chief Executive & Chief Financial Officer
Sandy Watt - Assistant Harbour Master
George Reid - Senior Assistant Harbour Master

Peterhead Port Authority (PPA) continues to go from strength to strength.

Following the successful completion of the £33 million Smith Quay and Embankment project in 2010, the PPA Board and Senior Management team had the vision to plan for the next phase of the growth of the port, despite the downturn in North Sea oil and gas activity.

With record fish landings in 2016 (>£180 million), continued recovery of the oil and gas sector of the North Sea, development of the decommissioning sector and renewable energy projects, PPA has continued investing for the future with the £51 million harbour development and new fish market projects.

With both projects now well underway, optimism within the port community is high that we are well placed both to serve our existing client base and to capitalise on future opportunities for the benefit of all.

We continue to focus on achieving the highest possible standards in all that we do, whether it be statutory and environmental compliance or day-to-day customer service.

By striving to deliver the best facilities and service, we aim to assist our clients in achieving continued success in the future.

It is a great privilege to be part of the Authority's legacy and, on behalf of the Convenor and Board, I invite you to join us on this important journey.

Ian M Laidlaw
Chief Executive



A £51 million investment will provide a fully integrated fishing hub together with a substantial new area for serving the offshore sector.

Strength and stability



“It is exciting being involved in such a positive project. This development will cement the port’s position for decades to come.”
Stephen Paterson,
Deputy Chief Executive and Chief Financial Officer, Peterhead Port Authority

Enterprising, efficient, experienced – and expanding. Based on its unique location, deep water, extensive quays, wide range of equipment and breadth of service, the Port of Peterhead has built a solid reputation as one of the UK’s most versatile ports.

- As the largest fishing port in the UK, and home to one of Europe’s largest fish markets, Peterhead is at the centre of a massive fish landing, auctioning, processing and distribution industry.
- Peterhead serves the highly demanding offshore oil & gas and subsea sector, supporting the logistics and project needs of the world’s leading offshore exploration and production operators. The port also continues to expand its influence in the burgeoning offshore renewables sector, and is poised to play a major role in the decommissioning of North Sea platforms in the years to come.

- Peterhead handles significant volumes of agricultural products every year.
- With North-East Scotland’s stunning scenery and numerous visitor attractions on its doorstep, Peterhead is an ideal port of call for cruise vessels. The port also hosts a thriving leisure marina.

From new quays to new equipment, recent years have seen huge investments by Peterhead Port Authority and operators at the port. This included the £31.5 million Smith Quay expansion completed in 2010.

And there is so much more to come. In October 2016, Peterhead Port Authority embarked on a £51 million development project which will provide a fully integrated state-of-the-art fishing hub based around a new, much larger fish market, and create a very substantial new area for serving the offshore industry – with a strong focus on the subsea, renewables and decommissioning markets.

Due for completion by the second quarter of 2018, the dredging, land

reclamation and quay construction work will transform the port, ensuring that Peterhead continues to take the lead in these two important sectors in the years ahead.

And there is plenty of room for optimism: fish landings are at their highest ever, reaching a record value of £183 million in 2016, while the steady recovery in oil prices means the picture is looking brighter for the offshore sector too.

A recent study by BIGGAR Economics confirmed the very considerable economic impact and influence of the Port of Peterhead. Commissioned by Scottish Enterprise, Aberdeenshire Council and Peterhead Port Authority, the study calculated that in 2012, the port contributed a total £800 million GVA (Gross Value Added) to the Scottish economy and supported more than 9,400

jobs. Further, it concluded that the £51 million development project could deliver £203 million additional GVA and support more than 2,500 further jobs.

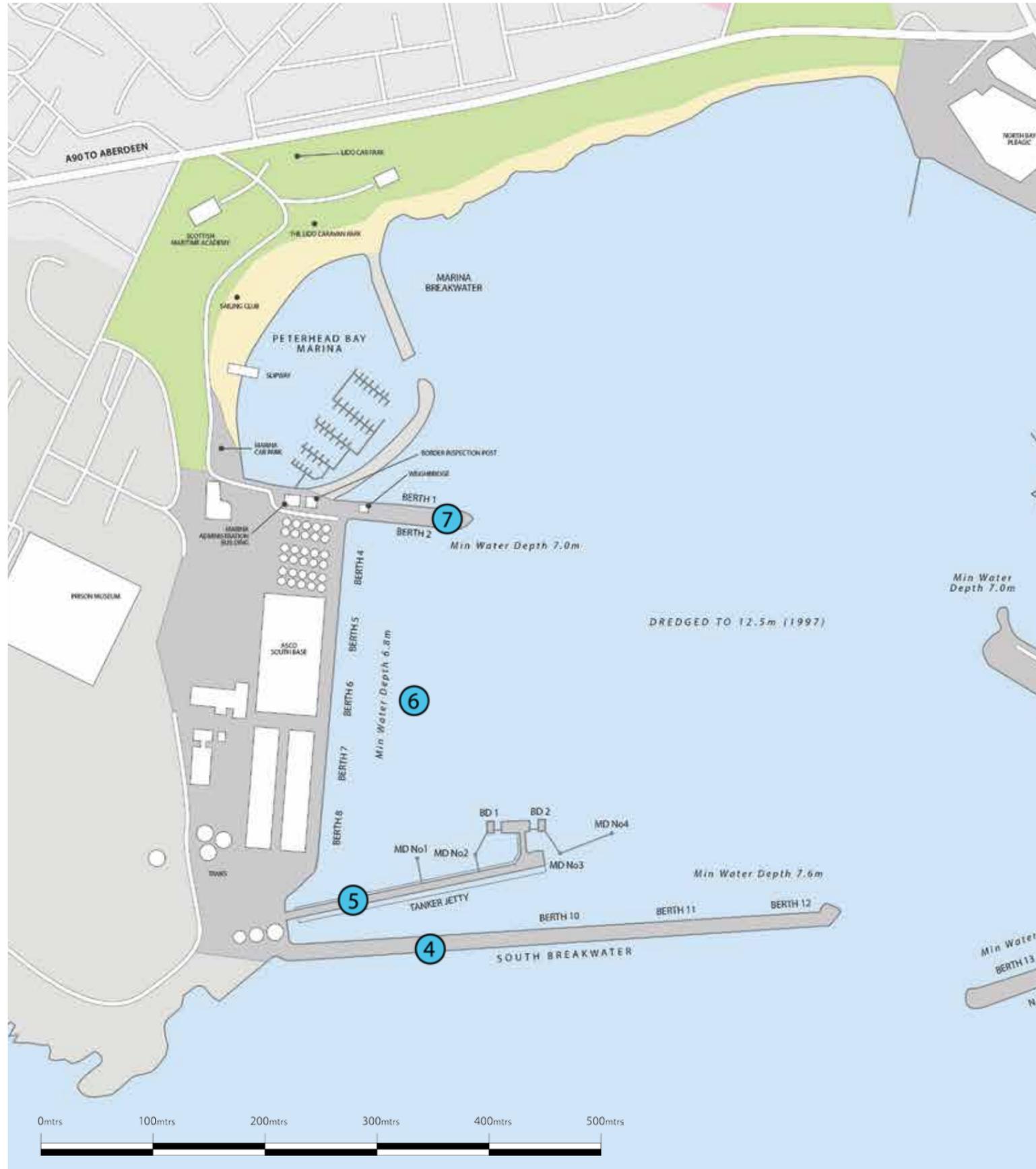
When it comes to location, a quick glance at the map tells the story. Peterhead is mainland Scotland’s most easterly port – its proximity to the major North Sea fishing grounds, as well as to the oil & gas fields, has long been its critical advantage.

The port offers safe, sheltered, lock-free deep water with no congestion, and its very good landside connections are just about to become even better; the construction of the 58 km Aberdeen Western Peripheral Route and associated major upgrades to the main A90 North-South road, due for completion in winter 2017/18, will improve the journey time between Aberdeen and Peterhead and beyond, and reduce the uncertainty on timing caused by having to deal with congestion in and around Aberdeen.

Facts and figures

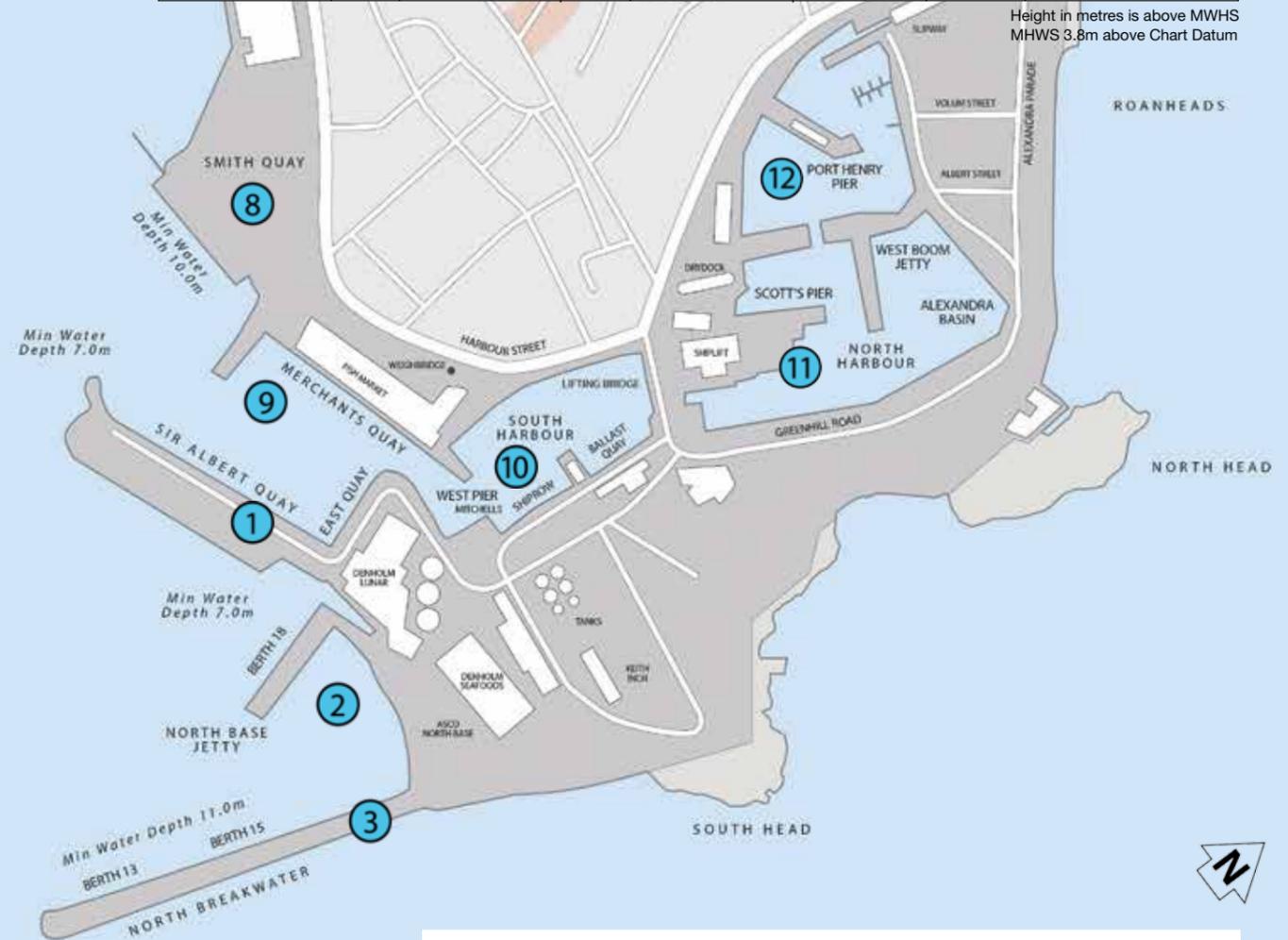
Deepwater entrance and berthing:
 maximum depth 14 metres
 Largest vessel accommodated:
 127,553 dwt tanker
 Kitty Knutsen
 over 4.5km berthing
 Fish throughput (2016):
 £183 million
 Commercial vessels:
 9.8 million tonnes
 Cargo Imports:
 695,000 tonnes
 Cargo Exports:
 791,000 tonnes

Peterhead Port Map



Berth Name and numbers	Length metres	Bearing	Width metres	Height metres	Least metre depth below chart datum	Fresh Water	Fuel	Explosives (Kg)	Remarks
Princess Royal Jetty	173	223°-043°							Cargo Vls max LOA 90mtrs
Berth 1	95		23	2.4	6.2 (Northern 90)	Yes	Yes	650	
Berth 2	170		23	2.4	6.6	Yes	Yes	1200	
ASCO South Base	486	313°-133°							
Berth 4	98		18	2.4	6.4	Yes	Yes	50	
Berth 5	96		18	2.4	6.4	Yes	Yes	50	
Berth 6	97		18	2.4	6.4	Yes	Yes	50	
Berth 7	94		18	2.4	6.2	Yes	Yes	300	No 8 shelves to 4.0mtrs beyond knuckle
Berth 8	101		18	2.4	5.9	Yes	Yes	450	
South Breakwater	397	215°-035°							Depths on routes not inc
Berth 10	101		17	3.4	7.5	No	No	10,000	
Berth 11	101		17	3.4	6.9	No	No	27,000	
Berth 12	101		17	3.4	7.5	No	No	18,000	
North Breakwater	255	199°-019°							6 x (3.3 x 2.0mtrs) Yoko Fenders 8.9mtrs on approach
Berth 13	85		14	3.4	9.5	No	No	4,000	Approaches to Berth 9.8mtrs
Berth 15	85		14	3.4	11.0	Yes	Yes	3,000	
North Base Jetty	100	346°-166°							
Berth 18	122		15	4.4	5.8 (Southern 80)	Yes	Yes	Nil	**4.4mtrs at 85mtrs
Tanker Jetty (Ldg Hd)	40	215°-035°			11.1				
Max size Vls 250m	DWT	50,000t	15	4.8		Yes	No	250	3 x (6.5 x 3.3mtrs) Yoko
Smith's Quay	120	089°-269°	40		10.0	Yes	No	50	Dredged to 10mtrs Max LOA 160mtrs
Sir Albert Quay	255	210°-070°			8.8 (Westerly 180) 7.9 (Easterly 67)	Yes Yes	Yes Yes	50 Nil	
East Quay	92	340°-160°	22	2.4	6.4 (Northern 25) 8.3 (Easterly 67)	Yes	Yes	Nil	
West Pier	53		N/A	1.6		Yes	No	Nil	
Merchants Quay	166	256°-076°	29	2.4	6.4	Yes	No	Nil	
Finger Jetty	60	346°-166°	16	2.4	8.1	Yes	No	Nil	
Mitchells	50		22	1.8	5.2 (Southerly 37)	Yes	No	Nil	Shallows to 3m Northerly 13m

Height in metres is above MWS
MWS 3.8m above Chart Datum



- 1 Sir Albert Quay
- 2 ASCO North Base
- 3 North Breakwater
- 4 South Breakwater
- 5 Tanker Jetty
- 6 ASCO South Base
- 7 Princess Royal Jetty
- 8 Smith Quay
- 9 Merchants Quay
- 10 South Harbour
- 11 North Harbour
- 12 Port Henry Pier

Quay Facts

1

Sir Albert Quay

Sir Albert Quay, including East Quay, provides 340 metres of all-weather deepwater berthing. It is used by larger white fish and pelagic fishing vessels and for handling bulk cargoes, oil imports and other trades.

Sheltered deepwater berthing and heavy lift capability make Sir Albert Quay one of the best facilities in North-East Scotland for the Subsea industry. Quayside fabrication projects can also be accommodated. It has 9 metres water depth and the quay is 30 metres wide.

East Quay is situated at the east end of Sir Albert Quay. A processing factory, freezing facilities and a cold store are located on the quay and large volumes of pelagic fish landings take place in this area. A grain sampling gantry is also available.



Sir Albert Quay

Length
255 metres

Bearing
250°-070°

Westerley least depth below chart datum
8.8 metres

Fresh water
Yes

Fuel
Yes

Explosives
50 Kg

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

East Quay

Length
92 metres

Bearing
340°-160°

Width
22 metres

Height above MHWS
2.4 metres

Northern least depth below chart datum
2.4 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Northern least depth below chart datum
2.4 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Easterley least depth below chart datum
7.9 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

2

ASCO North Base Jetty

The North Base is also operated by ASCO and provides a wide range of services for the construction and hook-up sectors of the offshore industry.

The base offers heavy crane capacity, deep water berthing, open storage and ready access to engineering and fabrication services. One berth is available at the North Base Jetty with a further two available along the North Breakwater.



North Base Jetty

Length
100 metres

Bearing
346°-166°

Length
122 metres

Width
15 metres

Length
4.4 metres

Least depth below chart datum
5.8 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Length
122 metres

Width
15 metres

Length
4.4 metres

Least depth below chart datum
5.8 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Length
122 metres

Width
15 metres

Length
4.4 metres

Least depth below chart datum
5.8 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Length
122 metres

Width
15 metres

Length
4.4 metres

Least depth below chart datum
5.8 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Length
122 metres

Width
15 metres

Length
4.4 metres

Least depth below chart datum
5.8 metres

Fresh water
Yes

Fuel
Yes

Explosives
No

Length
122 metres

Width
15 metres

Length
4.4 metres

Least depth below chart datum
5.8 metres

Fresh water
Yes

Fuel
Yes

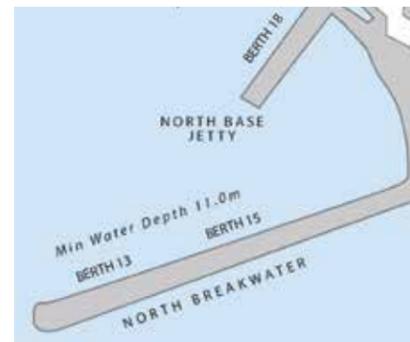
Explosives
No

3

North Breakwater

The North Breakwater has a 17 metre wide working area and minimum depth alongside of up to 14 metres. The breakwater also incorporates a purpose-built rig mooring system. Yokohama fenders are available for deployment when required.

Vessels of up to 250 metres in length and 96,000 dwt have been handled at the breakwater. The North Breakwater is protected by a wave wall and is part of ASCO North Base.



North Breakwater

Length
255 metres

Bearing
199°-019°

Length
85 metres

Width
14 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
No

Fuel
No

Explosives
No

Length
85 metres

Width
14 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
No

Fuel
No

Explosives
No

Length
85 metres

Width
14 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
No

Fuel
No

Explosives
No

Length
85 metres

Width
14 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
No

Fuel
No

Explosives
No

Length
85 metres

Width
14 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
No

Fuel
No

Explosives
No

Length
85 metres

Width
14 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
No

Fuel
No

Explosives
No

Berth 15

Length
85 metres

Width
14 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
Yes

Fuel
Yes

Explosives
3,000

Remarks
3 x (3.3 x 2.0 metre)

Remarks
Yokohama Fenders

Remarks
8.9 metres on approach

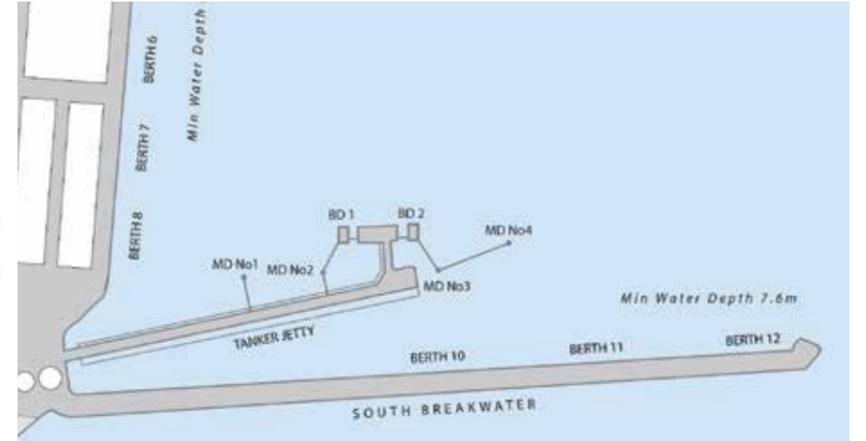
Remarks
Approaches to berth 9.8 metres

4

South Breakwater

The granite-built South Breakwater provides three berths. Fuel, fresh water, bulk chemicals and cement are available by road tanker. The berths are used by commercial shipping and as general layby facilities.

South Breakwater is part of South Base which acts as the centre of ASCO's Peterhead operations. It has a total of 11 berths across the South Base, South Breakwater and Princess Royal Jetty.



South Breakwater

Length
397 metres

Bearing
215-035 degrees

Remarks
Depths on route not included

Length
101 metres

Width
17 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
No

Fuel
No

Explosives
27,000 Kg

Length
101 metres

Width
17 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
No

Fuel
No

Explosives
10,000 Kg

Length
101 metres

Width
17 metres

Height above MHWS
3.4 metres

Least depth below chart datum
7.5 metres

Fresh water
No

Fuel
No

Explosives
18,000 Kg

Length
101 metres

Width
17 metres

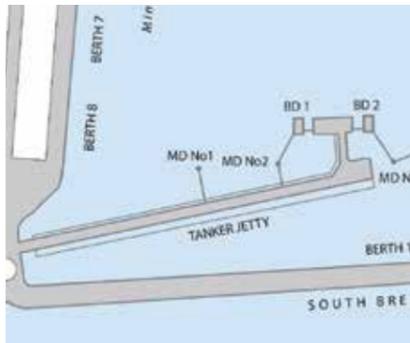
5

Tanker Jetty

The Tanker Jetty was originally designed to accommodate oil tankers of up to 50,000 dwt, with a draft of 11.5 metres and length of 280 metres, delivering fuel oil to Peterhead Power Station.

It is also used for servicing North Sea supply vessels, diving support vessels, survey vessels and cruise ships and also for other activities such as crew changes and layby.

The jetty is used for demonstrating or testing remotely operated vehicles (ROVs) and other equipment.



Tanker Jetty
Length
 40 metres
Bearing
 215°-035°
Maximum vessel size
 250 metre length
 50,000 DWT
Width
 15 metres
Height above MHWS
 4.8 metres
Fresh water
 Yes
Fuel
 No
Explosives
 250
Remarks
 3 x (6.5 x 3.3 metre)
 Yokohama Fenders

6

ASCO South Base

The South Base acts as the centre of ASCO's Peterhead operations. It has a total of 10 berths across the South Base Quay, South Breakwater and Princess Royal Jetty.

The South Base was designed to enable the fast and efficient turnaround of vessels supplying and servicing the offshore oil and gas sector. It offers both covered and open storage; its berths are protected by purpose-made Balmoral fenders. The South Base Quay has five berths including Berth 8 which incorporates a 200 tonne heavy lift pad. Chemical contractors are represented at the base for the supply of mud and cement materials. Fresh water is available for loading at up to 100 tonnes per hour.



ASCO South Base
Length
 486 metres
Bearing
 313°-133°

Berth 4
Length
 98 metres
Width
 18 metres
Height above MHWS
 2.4 metres

Least depth below chart datum
 6.4 metres
Fresh water
 Yes

Fuel
 Yes
Explosives
 50 Kg

Berth 5
Length
 96 metres
Width
 18 metres

Height above MHWS
 2.4 metres
Least depth below chart datum
 6.4 metres
Fresh water
 Yes

Fuel
 Yes
Explosives
 50 Kg

Berth 6
Length
 97 metres
Width
 18 metres

Height above MHWS
 2.4 metres
Least depth below chart datum
 6.4 metres
Fresh water
 Yes

Fuel
 Yes
Explosives
 50 Kg

Berth 7
Length
 94 metres
Width
 18 metres

Height above MHWS
 2.4 metres
Least depth below chart datum
 6.2 metres
Fresh water
 Yes

Fuel
 Yes
Explosives
 300 Kg

Berth 8
Length
 101 metres
Width
 18 metres

Height above MHWS
 2.4 metres
Least depth below chart datum
 5.9 metres
Fresh water
 Yes

Fuel
 Yes
Explosives
 450 Kg
Remarks
 Shelves to 4.0 metres beyond the knuckle

7

Princess Royal Jetty

The Princess Royal Jetty was built to meet increasing demand for berthing of offshore oil & gas support vessels. The 170-metre-long jetty has two berths with depths of up to 7 metres, all serviced with fuel and water. Berths 2 and 3, on the eastern side, are operated by ASCO within the South Base. Berth 1, on the western side, is operated by Peterhead Port Authority and can handle vessels up to 90 metres LOA. It is available for the handling of bulk and general cargoes including fertiliser, grain, peat and frozen fish.

A Border Inspection Post is located at the Princess Royal Jetty where there is also a weighbridge and sampling gantry for use in handling grain or fertiliser in bulk.



Princess Royal Jetty
Length
 173 metres
Bearing
 223°-043°
Remarks
 Cargo vessels maximum LOA 90 metres

Berth 1
Length
 95 metres
Width
 23 metres
Height above MHWS
 2.4 metres
Least depth below chart datum
 6.2 metres
 Northern 90 metres
Fresh water
 Yes
Fuel
 Yes
Explosives
 650 Kg

Berth 2
Length
 170 metres
Width
 23 metres
Height above MHWS
 2.4 metres
Least depth below chart datum
 6.6 metres
Fresh water
 Yes
Fuel
 Yes
Explosives
 1200 Kg

8

Smith Quay

Smith Quay (120 metres long x 40 metres wide) accommodates vessels up to 160 metres long. It provides a minimum water depth of 10 metres. The berth has a 500 tonne heavy lift pad and 11,000 square metres of adjacent storage area.

It was designed to handle a broad range of trades including pelagic fish and subsea vessels. The site is ideal for quayside fabrication and larger scale mobilisation projects.

During 2017, the working area will be extended to 43,000 square metres and fuel tanks with quayside bunkering completed.



Smith Quay
Length
 120 metres
Bearing
 089°-269°
Length
 40 metres
Least depth below chart datum
 10.8 metres
Fresh water
 Yes
Fuel
 No
Explosives
 50 Kg
Remarks
 Dredged to 10 metres maximum at LOA 160 metres

9

Merchants Quay

Merchants Quay offers 200 metres of berthing for fishing vessels discharging into the fish market and those landing fish to be sold privately. An additional adjacent finger jetty is 60 metres long and provides berthing on both sides. It is used principally by pelagic vessels.

Water depths are up to 6.2 metres at the quay and up to 9 metres at the Finger Jetty.

From 2018 the fishmarket will move to a new location at Alexandra Basin. Merchants Quay will be dredged to a depth of 7.5 metres and be operated by NorSea Group for commercial vessels.



Merchants Quay
Length
 166 metres
Bearing
 089°-076°
Width
 29 metres
Height above MHWS
 2.4 metres
Least depth below chart datum
 6.4 metres
Fresh water
 Yes
Fuel
 No
Explosives
 No

Finger Jetty
Length
 60 metres
Bearing
 346°-166°
Width
 16 metres
Height above MHWS
 2.4 metres
Least depth below chart datum
 8.1 metres
Fresh water
 Yes
Fuel
 No
Explosives
 No

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Designing innovative solutions for port and energy clients, our maritime engineers work closely with harbour authorities on a range of related schemes by masterplanning, delivering, and maintaining bespoke, cost-effective port/multi-modal transport facilities.

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Our experience covers all facets of Port and Harbour infrastructure development, including:

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Our team of specialist engineers, environmental scientists and planners manage port infrastructure developments from inception to completion producing industry leading design and cost effective solutions to meet specific client needs. Technical excellence and value engineering is delivered at all stages of the project using state of the art practices and techniques.

Key Contacts

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Diarmuid O’Loan
Associate - Maritime Infrastructure
 E: diarmuid.oloan@rpsgroup.com



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South Harbour

South Harbour is a 350 metre working quay with minimum depth of 3 metres. Deeper drafted vessels can enter on high water spring tides. The maximum length of vessel which can enter South Harbour is 80 metres.

A flake ice factory is located on the East side of South Harbour, while the Port Control Tower and harbour administration offices are situated on West Pier at the entrance to South Harbour.



West Pier
Length
 53 metres
Width
 N/A
Height above MHWS
 1.6 metres
Fresh water
 Yes
Fuel
 No
Explosives
 No

Mitchells
Length
 50 metres
Width
 22 metres
Height above MHWS
 1.8 metres
Least depth below chart datum
 5.2 metres
Fresh water
 Yes
Fuel
 No
Explosives
 No
Remarks
 Shallows to 3 miles
 Northerly 13 miles

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North Harbour

North Harbour is entered from South Harbour through a junction canal (Queenie Brig) which is spanned by a lifting bridge restricting vessels to a 10.5m beam and has 720 metres of quay.

The port’s ship repair facilities, including the shiplift and covered repair berth, are located in Alexandra Basin within North Harbour. The water depth is between 2.7 and 3.0 metres Chart Datum.



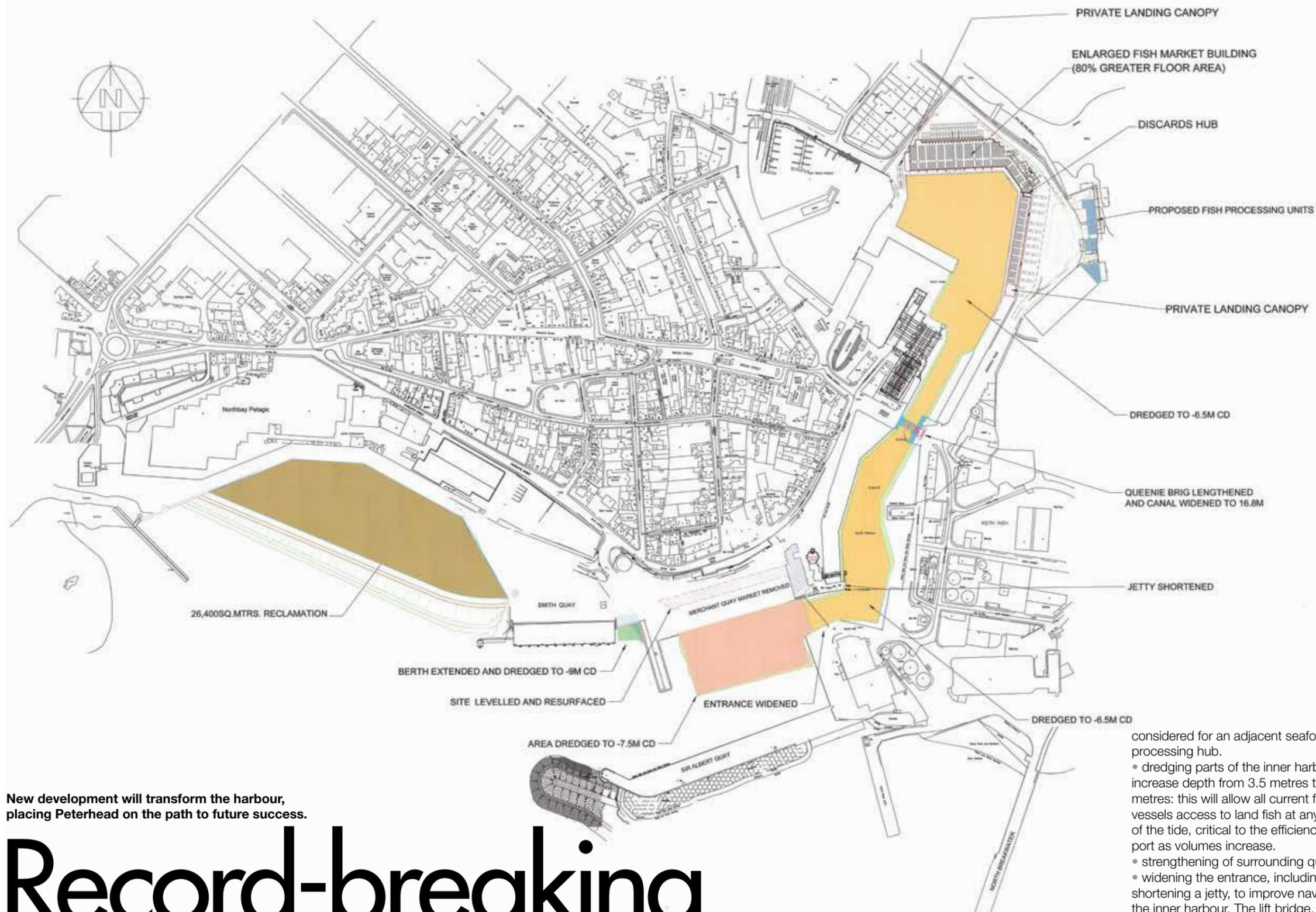
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Port Henry

Accessed via North Harbour, Port Henry Harbour offers 740 metres of quay with water depths varying from 2 to 3 metres Chart Datum.

The ship repair slipway, capable of handling four vessels up to 30 metres long and 7.2 metres beam, is located here, which is also home to a tube ice factory and a number of engineering workshops. There is a working marina for small fishing boats.





New development will transform the harbour, placing Peterhead on the path to future success.

Record-breaking investment for future success

The single biggest investment ever made by Peterhead Port Authority will transform the port, setting it on a strong path to future success.

In October 2016, the Port Authority signed contracts for a £51 million investment which will develop the harbour into a fully integrated, state-of-the-art fishing hub. The developments will include:

- building a new fish market providing 80% more floor space, with covered landing canopies for vessels discharging privately sold fish. Plans are also being

- considered for an adjacent seafood processing hub.
- dredging parts of the inner harbour to increase depth from 3.5 metres to 6.5 metres: this will allow all current fishing vessels access to land fish at any stage of the tide, critical to the efficiency of the port as volumes increase.
- strengthening of surrounding quaysides.
- widening the entrance, including shortening a jetty, to improve navigation in the inner harbour. The lift bridge, Queenie Brig, will be dismantled and taken to nearby land for refurbishment and lengthening. The inner harbour entrance will be increased from 10.5 metres to 16.5 metres and the lengthened bridge, an important second access to the port, will be replaced by April 2018.
- removing the current fish market at Merchants Quay and dredging the berth to 7.5 metres to create a 180metre deep water and sheltered quay for commercial use.
- using the dredged material from the inner harbour to reclaim land at Smith

Quay, adding another 32,000 square metres – creating a huge working area for NorSea’s operations. NorSea will operate the Smith Quay and Merchants Quay sites as one facility to provide a centre of excellence serving the offshore sector, supporting the subsea, renewables and decommissioning markets.

“This major project will ensure that Peterhead Port remains at the forefront of the fishing industry and will enhance and diversify the range of berths for commercial vessels,” says Stephen Paterson, Deputy Chief Executive and Chief Financial Officer, Peterhead Port Authority.

The project was granted £5 million of funding from the European Maritime and Fisheries Fund and the Scottish Government.

Fish Market

Peterhead has been a fishing harbour for nearly 400 years and there is no reason why there couldn’t be a fishing harbour here in another 400 years, says Stephen Paterson. “The current fish market is only 15 years old but already full to capacity and we are coping by stacking the boxes higher.

“The sector is now emerging from difficult times of quota cuts, the decommissioning of fishing boats and poor economic returns. The industry has seen a significant turnaround with a far more healthy stock position. Boats can make money and owners are investing in new vessels. There is a massive replenishment of the fleet with about £200 million worth of fishing vessels on order – both white and pelagic – and most of them will be landing here in Peterhead.

The new development will help to consolidate the white fish landings into the port; a larger market will mean less stacking of boxes, and fish that is displayed to better effect can attract higher prices.”

Oil & Gas

Relatively speaking, the offshore oil & gas sector could be seen as a ‘new arrival’ at Peterhead, developed along with the North Sea over the past four to five decades. “We have had over 40 years of

*“Peterhead’s success in the fishing industry isn’t just about location. It is about investment, facilities developed over the years and huge expertise.”
Sinclair Banks, Lunar*



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intense oil & gas activity here and we are confident that with decommissioning, we have at least another 40 years to come," says Stephen Paterson.

"This next project provides more space for NorSea to expand its oil & gas logistics activities."

NorSea will operate Merchants Quay, where the current fish market is located, and use it for logistics, subsea and decommissioning. The reclamation at Smith Quay will create more land for handling larger projects, laydown and storage options.

Inshore Fishing

Alongside the £51 million main development project, Peterhead Port Authority has expanded the marina for inshore fishing boats, also located in the inner harbour at Port Henry. The boats using the facility bring in crabs, lobsters and line-caught mackerel – often these are one-person operations, and this development is an important example of the Port Authority providing and supporting economic opportunities for the local community. The expansion of marina berths was supported by a £45,190 grant from the North East Scotland Fisheries Development Partnership.

Project mobilisation at Smith Quay.



DELIVERING YOUR ONSHORE LOGISTICS SOLUTIONS



Turning a quayside into a shorebase takes time, money and effort and NorSea Group (UK) Ltd is investing heavily in the development and expansion of our existing facilities at Smith Quay. Work has already commenced on the installation of two fuel tanks totalling 3000m³ enhancing the raft of logistics services provided to our current clients...and it doesn't stop there.

The development of Smith Quay and the restructuring of Merchant's Quay to form a single shorebase is closely tied-in with Peterhead Ports' inner harbour re-development program which will see the Fish Market return to its original location at Alexandra Basin. This will give NorSea Group an expansive laydown area with 190m of berthing which when added to the existing set up offers us in excess of 50,000m² laydown and 350m of berthing. a significant presence in the Port.

Phase I: NorSea Group becomes Operator of Smith Quay [2014] and establishes working relationships with Subsea Construction & Project Companies such as Bibby Offshore, Fugro, Subsea 7 and Technip to name a few. We have provided onshore logistics solutions to the subsea and decommissioning sectors of this industry. Our minimum draft of 10m alongside our expansive storage and fabrication areas are much sought after by the marine and engineering sectors in particular

Phase II: Work has already started on the installation of Marine Gas Oil Tanks, the installation of Tank facilities to handle Bulk Chemicals and Liquid Slops are in the planning stages with a target completion date of Q2 2017.

Phase III: the final phase should be completed by Q1 2018 and will see our company take control of Merchant's Quay and some of the newly developed Reclaimed Land. This area will create laydown facilities and a Receipts & Despatch Warehouse to meet the growing demands from the offshore operators and other clients who for the first time have a choice of service provider and are eager to compare our 'Onshore Logistics Solutions [OLS]'.

Conclusion: NorSea Group controls Smith Quay which boasts an all-weather deep water berth [10m Draft] and can handle vessels up to 180m in length. Currently, with over 16,000m² of laydown area we are in a position to tackle large and small projects. Our heavy-lift pad supports straight lifts up to 500t and it has the ability to skid 2,500t modules across our quay, so very little is out with our capability.



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Taking the longer-term view –
of a port to be passed on to the next generation.

'Trust Port' status delivers the longer-term view

The Port of Peterhead is a Trust Port – and that's a major advantage for a port that is at the centre of the local economy and that has, for hundreds of years, been at the heart of the community.

Trust Ports are independent statutory bodies – they are each governed by their own statutes and controlled by a local independent board. They are run on a commercial basis and any profits are ploughed back into the business, for the benefit of all stakeholders.

In short, Trust Port status means that Peterhead Port Authority, free from the normal pressure to deliver short-term profits is able to take the more considered, longer-term view. In this way the port can maximise the value it delivers to the local economy.

"We believe the Trust Port model is fundamentally the right one for a community like Peterhead," says Ian Laidlaw, Chief Executive of Peterhead Port Authority. "The harbour is at the centre of the local economy; most of the jobs in and around Peterhead are either directly or indirectly associated with trade through the port. It isn't restricted to vessel crew, fish processing and engineers in the port – it also includes hotels, shops, taxis and others.

"The Trust Port model allows us to look at the long-term – we treat the port like a family heirloom, to be passed from generation to generation. When you look at timescales, you can't afford to be heavily influenced by short-term thinking. You really have to be looking at what is happening in 20, 30 or even 50 years' time. For example, we have to recognise that North Sea oil is a diminishing resource, so our challenge as a Trust Port

is to provide the best service we can to the sector whilst looking to the future and consider what eventually will replace oil and gas."

Peterhead Port Authority's Board has 11 members, one of whom is the Chief Executive, Ian Laidlaw.

Board Members are appointed directly by the Authority through an open and advertised recruitment process. Candidates are assessed using criteria established to achieve and maintain a balance of board membership in terms of skills, experience, local knowledge, specialities and demographic balance, following the principles and guidelines laid down by the Guide to Good Governance for Trust Ports.

A great example of the way in which Trust Port status has supported the community was the £1 million investment in Peterhead's Bay Marina in 1994. The marina is full, with a waiting list for berths, but it doesn't make a vast profit. Rather, the 1,000 nights occupancy per year by visiting boats bring significant tourists and revenue to the town, with an estimated 3,500 people a year visiting Peterhead as a result of the marina.

Another aspect of Peterhead's commitments as a Trust Port is its community involvement, from providing support and sponsorship for sports, competitions and good causes to financing the keynote event during the annual Scottish Week celebrations in July. The port also sponsors the Scottish Maritime Academy, the Peterhead outpost of North East Scotland College, to provide a DeckHand course; aimed at encouraging local people to take up a nautical career, the course prepares people for stepping into the industry, where they can then go into the fishing or oil sectors. The course has regularly been full to capacity.

"Everything we make is reinvested into the port and community – but at the same time it is essential to have a commercial focus, because we must be sustainable."
Ian Laidlaw, Chief Executive, Peterhead Port Authority

8,000 boxes for sale at
Peterhead fish market.



Peterhead's vibrant fish market attracts the most demanding buyers, confident of consistent and unrivalled variety, quality and quantity.

Catching the best: investment and optimism

Peterhead and fish – the two are inextricably linked. Peterhead is the UK's largest white fish and pelagic port, and one of the leading European seafood processing hubs.

With fish stocks healthier than they have been for years, optimism is high. Fish landings are now running at their highest ever, reaching a total value of £183 million in 2016. The sector is seeing significant investment in the fleet, and the Port of Peterhead is investing in exciting new facilities.

Five days a week, Peterhead's vibrant fish market attracts the most demanding buyers, confident of consistent and unrivalled variety, quality and quantity. The market is just one aspect of this complex

industry – in essence, it's the hub of a massive network of supply chains. Within Peterhead, the fishing industry includes primary and secondary processing, smoking, storage, freezing, transport, imports and exports. The sale and use of fish goes way beyond human food to include products for pharmaceuticals, cosmetics, fish meal, fertiliser and pet foods.

Peterhead also provides a wide range of support services, including fishing net manufacturers and menders, ice making operations, trawler management, fish selling agents, ship repair services, ships' carpenters, painters, electricians and engineering companies.

Peterhead Fish Market

With fish stocks so healthy, Peterhead has been auctioning up to 8,500 boxes of fish a day, essentially running at nearly full

With fish stocks healthier than they have been for years, optimism is high and fish landings are now running at their highest ever

White fish boats after landing.



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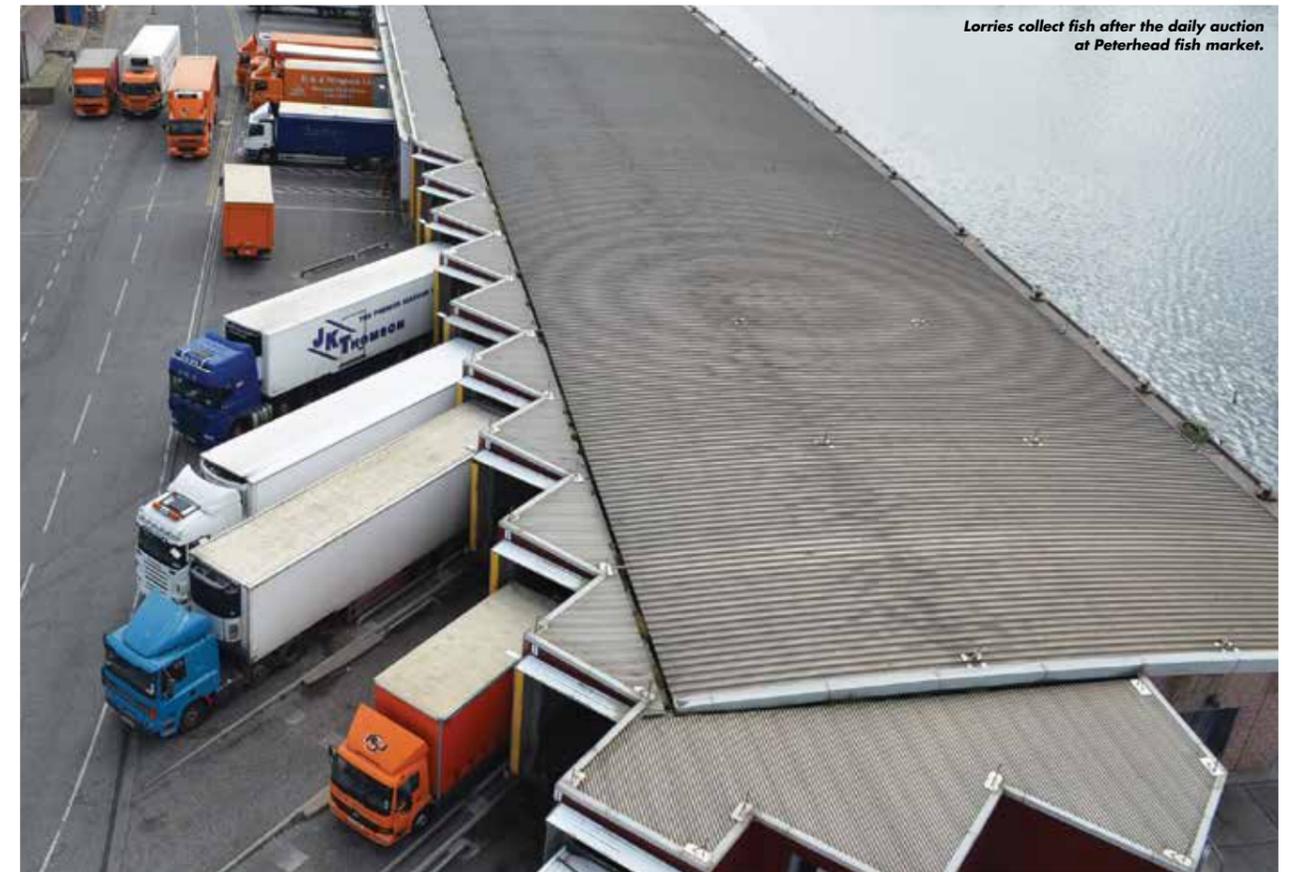
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Lorries collect fish after the daily auction at Peterhead fish market.

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capacity. Peterhead Port Authority's decision to invest in new berthing and a complete new market has been welcomed in the industry.

"The new market will be much larger, with the emphasis on simplicity of layout and speed. Plenty of space will allow for a faster flow of boxes in and out," says Sally Skakle, Quality Adviser for the Port Authority. "Without doubt we need more space; demand is such that boats have been waiting over to land their catch."

By providing 80% more floor space, the new market will also allow for less stacking of boxes, so that fish is better displayed – and that can be expected to attract higher prices. There will also be covered landing canopies for vessels discharging privately sold fish, and plans are also being considered for an adjacent seafood processing hub.

The investment project will include dredging the inner harbours to 6.5 metres, to allow all current fishing vessels access to land fish at any state of the tide.

As fish is landed at the port in advance of the auction, a tally is kept by market staff, details are recorded electronically and space is allocated on the market floor, with boxes laid out in the same order for every boat. The entire market is refrigerated. Not all fish arrives over the quay – such is the popularity of Peterhead that fish is brought by truck from the West

Coast of Scotland, Ireland and elsewhere to be sold at the market. This includes fish landed at smaller harbours at Scrabster, Ullapool, Mallaig, Lochinver, Shetland and Orkney. Skippers are confident that the buying power at Peterhead will secure a good price for quality fish across a very wide range of species.

Peterhead fish market swings into action every weekday at 7am, with four auctions proceeding simultaneously: cod; haddock and whiting; flat fish (lemon sole, plaice, hake, megrim, etc.); and 'rough' (monkfish, coley, ling, etc.).

The auctions are intense and swift, and the market is run for speed and efficiency. By 10am, the auction is complete and all the fish has been taken away for processing or packaging for onward selling and the market is empty; by noon, boats are landing fish again for the next day's sale. The market itself is cleaned and washed on a daily basis, and deep cleaned every weekend.

What makes Peterhead such a successful market? "We have a very broad range of fish and also of categories of fish," says John Forman, Harbour Master of Peterhead Port Authority. "For example, it is not just 'cod' but seven different size categories, whole or gutted, and different grades.

"Peterhead is exceptionally well placed for the boats to land. However, bearing in mind our location and the distance to the main markets, we have to make sure that the quality is extremely high when the fish is sold in the market – so that when

White fish

- Haddock, cod, whiting, flatfish, monkfish, coley
- Vessels of 25-30 metres in length
- Landed at Peterhead from as far away as Grimsby, Shetland, Denmark and the Faroes
- White fish companies at Peterhead: Don Fishing, P&J Johnstone

Pelagic fish

- Mackerel, herring, blue whiting, capelin, sprats, horse mackerel
- Larger vessels, typically 75-80 metres in length
- Landed at Peterhead from Shetland, Norway, the Faroes, Iceland, Poland, Denmark, Sweden and Ireland.
- Seasonal – January, June/July and October
- Most pelagic fish pumped direct from hold to factory
- Pelagic companies in Peterhead include Lunar, Fresh Catch, Denholm Seafoods
- Highly automated factories where fish is graded, processed, filleted and frozen

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it reaches the end customer the quality is still high. Timing is critical as well. By 2pm, most of the fish sold will have been processed, packaged and loaded on to lorries, and heading south for Billingsgate or cross channel ferries that night. Peterhead is known for its high-quality fish."

What attracts boats to land at Peterhead? "Buying power – because of the volumes of fish we are selling, we get more buyers than anywhere else, and that generally means better prices.

"We have French fishing fleet vessels landing here too, and fish caught off Norway and boats landing on the West Coast of Scotland and trucking their catch across. We are a hub for the fishing sector in Scotland."

Investments

With confidence high, there is substantial investment in the fishing fleet, with new state-of-the-art vessels to be delivered in the coming months.

Fish processors are also investing in new facilities and equipment.

Denholm Seafoods is investing £2 million in a new production unit within its factory operations at Peterhead. The new facility will have the British Retail Council (BRC) food standard, and will meet the increasing demands of the industry for documentation and traceability.

Lunar, which operates a harbour side processing factory, additional processing unit, smokehouse, cold store and engineering workshop in Peterhead, has just completed two new boats and has increased its freezing and storage capacity at its cold store on the Dales industrial estate.

P&J Johnstone, part of Andrew Marr International, is investing in two new boats, being built by Macduff Shipyards and Parkol at Whitby.

Mapco Group

Mapco Group, an innovative dehydrator of under-utilised food sources, runs Scotland's largest dehumidification factory at Peterhead.

The company takes cod, haddock and pelagic by-products and dehydrates them to create fish-based products for human consumption. Mapco supplies large quantities of dried cod and haddock fish heads for the African market.

There is a huge demand for quality dehydrated fish heads in Africa, says the company; they are a local delicacy and also an important source of protein, used in stews and soups.

Mapco is also looking to build its sales in Europe and Asia.

With confidence high, there is substantial investment in the fishing fleet, with new state-of-the-art vessels to be delivered in the coming months

Peterhead attracts buyers from across Europe looking to source quality fish.



Energetica is all about regional ambition in four key economic areas.

Peterhead: the gateway to Scotland's Energy Corridor

A world-class development cluster to help attract and retain talent of all ages to the region – that's the vision of Energetica, Scotland's Energy Corridor.

This long-term economic development initiative aims to integrate two key components – sustainable economic growth and quality of life.

"There is a regional ambition to grow Aberdeen City and Shire's reputation as the location of choice for high-value economic activity in the four key sectors of Energy, Food & Drink, Life Sciences and Tourism, and Energetica has been recognised as a key strand of realising that ambition," says Energetica Development Manager, James Welsh.

The Energetica corridor stretches over 30 miles from Bridge of Don in Aberdeen,

North to Peterhead and West around Aberdeen International Airport.

It is close to Europe's largest offshore oil & gas resources; has ready access to energy industry knowhow and established supply chains; is well connected internationally by sea and air; is investing significantly in transport infrastructure; and offers an award-winning quality of life.

Considerable public and private investment is committed and is being spent within the Energetica corridor on transport, digital connectivity, education and community infrastructure and housing.

Significant innovative projects include Statoil's Hywind Pilot Park, Vattenfall's European Offshore Wind Deployment Centre and a new exhibition and conference centre.

Peterhead, Aberdeenshire's largest town, is the northern gateway to Energetica. "Peterhead is a key service and employment centre. The town is strongly positioned, with close proximity to offshore assets, and provides a

The Energetica corridor stretches over 30 miles from Bridge of Don in Aberdeen, North to Peterhead and West around Aberdeen International Airport

Preparing for heavy lifts at Smith Quay.





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strategic location from which the energy sector operates," says Welsh.

With a skilled local workforce, new modern housing developments and an enviable work-life balance, Peterhead can capitalise on opportunities to support the energy and renewables sector as well as looking to innovative clean technologies such as carbon capture and storage.

The Energetica Commercial Park is located at the southern edge of Peterhead, close to the A90 Aberdeen to Peterhead road.

The site is within 1.5 km of the deep water facilities of Peterhead Port; this area is a growing and diverse business location within the corridor, making it a destination of choice for a wide variety of commercial activities.

Designed to be attractive for storage, workshop and office users, the Energetica Commercial Park offers potential occupiers a choice of plots.

Peterhead and the surrounding region benefit from a high quality of life and stunning natural environment. Aberdeenshire has topped the Bank of Scotland rankings four times since 2006 in its quality-of-life rankings.

Aberdeen City and Shire is the most prosperous and flourishing region of Scotland; income levels are well above the national average and unemployment levels are well below. At the same time, the region has been named the UK's second most competitive location in which to do business.

Aberdeen City and Shire is the most prosperous and flourishing region of Scotland; income levels are well above the national average and unemployment levels are well below



The Port of Peterhead plays a central role in the development, logistics, servicing and maintenance of the oil & gas sector.

Offshore expertise

When the first licences were issued for the extraction of oil & gas from the North Sea some five decades ago, it soon became clear just how important a part the Port of Peterhead would play in supporting the offshore industry.

Peterhead's strategic location as the most easterly deep water port on the Scottish mainland, has ensured that the port has continued to play a central role in the development, logistics, servicing and maintenance of the sector.

"However, Peterhead's success isn't just because of where it is", says marketing consultant Carolyn Maniukiewicz. "It is

also because of the port facilities and the excellent job local service companies provide. The big subsea operators want to come to Peterhead for project work for example, because they know they will get a job well done."

Maniukiewicz heads up Peterhead Energy Hub, which has brought together key companies serving the offshore industry. There's a clear message of 'stronger together' – the focus is on collaboration, and on making sure the industry's requirements are understood and met.

Peterhead Port Authority, ASCO and NorSea are the three partners leading the Peterhead Energy Hub. Other members include Dales Engineering and JBS, both leading fabricators; Score Group, the global valve specialist which was founded

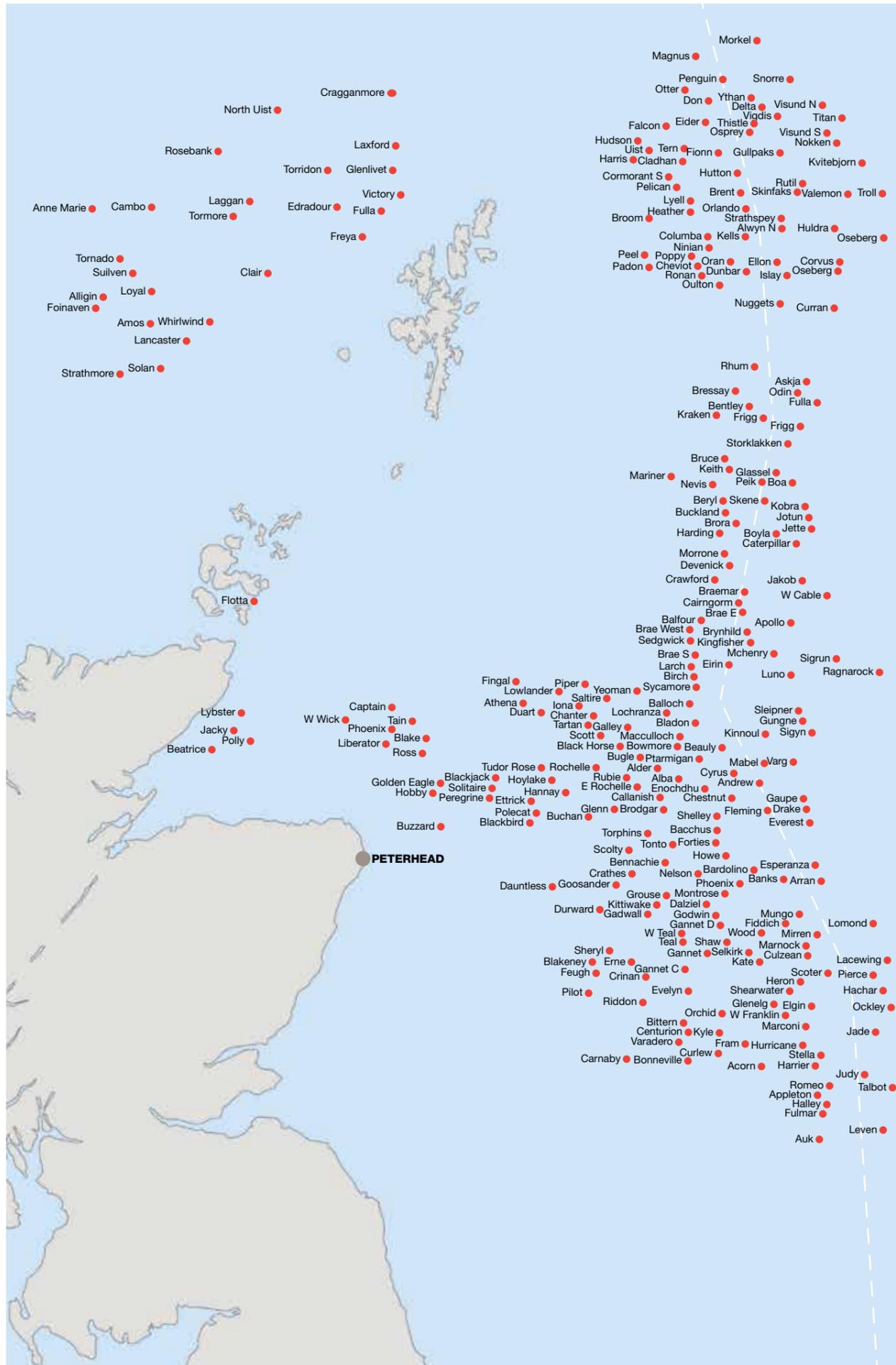
in Peterhead; Peterhead-based Maritime Developments, which designs and delivers a full range of back-deck handling equipment including reel drive systems, overboarding chutes, spoolers, winders and control systems; Surelift UK, based in Peterhead, which provides a wide range of lifting equipment services and NDT inspection for the oil & gas, renewables, marine and decommissioning sectors; Davidsons Blast Services; North East Scotland College and Robert Gordon University; and Energetica.

"The big word in oil and gas today is collaboration – we have been doing that since Peterhead Energy Hub was set up

in 2010," says Maniukiewicz. "We take the view that it is better to work together and deliver a great package rather than each doing their own thing. Working together provides a better proposition for clients than the sum of our individual efforts.

Four or five years ago, skills (or the shortage of them) emerged as a major concern for many companies in the industry and Peterhead Energy Hub has responded. "We know it is vital to have the right people with the right skills and this continues to be an issue. We work closely with the College and University to ensure they understand what is required by our members and the industry."

Peterhead Energy Hub organises regular meetings to bring members



together around the table and discuss current issues. "It is about sharing experiences and working together," she explains. "Some competitors have worked together on big contracts."

With its long track record in oil & gas and subsea, Peterhead is also establishing a reputation for decommissioning work, as well as renewables. "Our job is to ensure we have everything in place – facilities, equipment and skills – to provide the service required. We move forward all the time – we are never standing still."

ASCO, which has its largest base at Peterhead, and Score, which has its headquarters at Peterhead, are two examples of Peterhead providing both the roots and wings in the global industry. "Our companies are not just doing 'local' work in Peterhead – they are busy designing and building equipment for, or doing work in, many regions of the world," explains Maniukiewicz.

Port Facilities and Services

Despite the impact of the low oil price in recent years, Peterhead has continued to welcome in large numbers of offshore

support vessels, which take advantage of its deep and sheltered berthing, fast turnaround times, ample quayside space and facilities for mobilisation, onshore storage, heavy lifts and fabrication work. The port is ready to respond to the demanding requirements of the offshore sector on a 24/7 basis, and it is investing heavily for the future.

ASCO

ASCO operates 17 integrated supply bases across the world, handling in the region of 1.8 million tonnes of deck cargo and over 8,000 vessel turnarounds annually. Its supply bases are a critical link in the overall supply chain, bringing together a range of materials, waste and transport services in addition to the loading and unloading of vessels.

ASCO's Peterhead offshore supply base opened in 1974 and remains the world's busiest private offshore support facility, handling some 700,000 tonnes of deck cargo and more than 2,000 vessel turnarounds each year.

The 20-acre site provides mixed laydown, warehousing and office accommodation, in addition to 14 berths with water depths of between six and 14 metres. ASCO operations deliver a comprehensive one-stop-shop, including cargo, liquid/dry bulk storage and supply,

ASCO Peterhead facts and figures

- Fuel and water is available at all berths at South Base and at the North Base jetty.
- The North breakwater quayside accommodates vessels up to 250 metres in length and 100,000 DWT.
- ASCO Fuel and Lubricants provides a range of services for marine and landside customers, including marine gas oil, diesel and kerosene.
- A complete range of dry bulk, cement and liquid mud products are available at South Base.
- In Peterhead, ASCO has more than 200,000 square feet of covered storage and 15 acres of external storage at South Base, as well as pipe yards at Dales Industrial Estate and another 30 acres at Upperton Industrial Zone – all sites are close to the port.
- ASCO Waste provides waste management solutions including monitoring, processing, treatment and disposal/recovery of all waste streams, as well as transport services and offshore and onshore training.

Aerial view of ASCO South Base.



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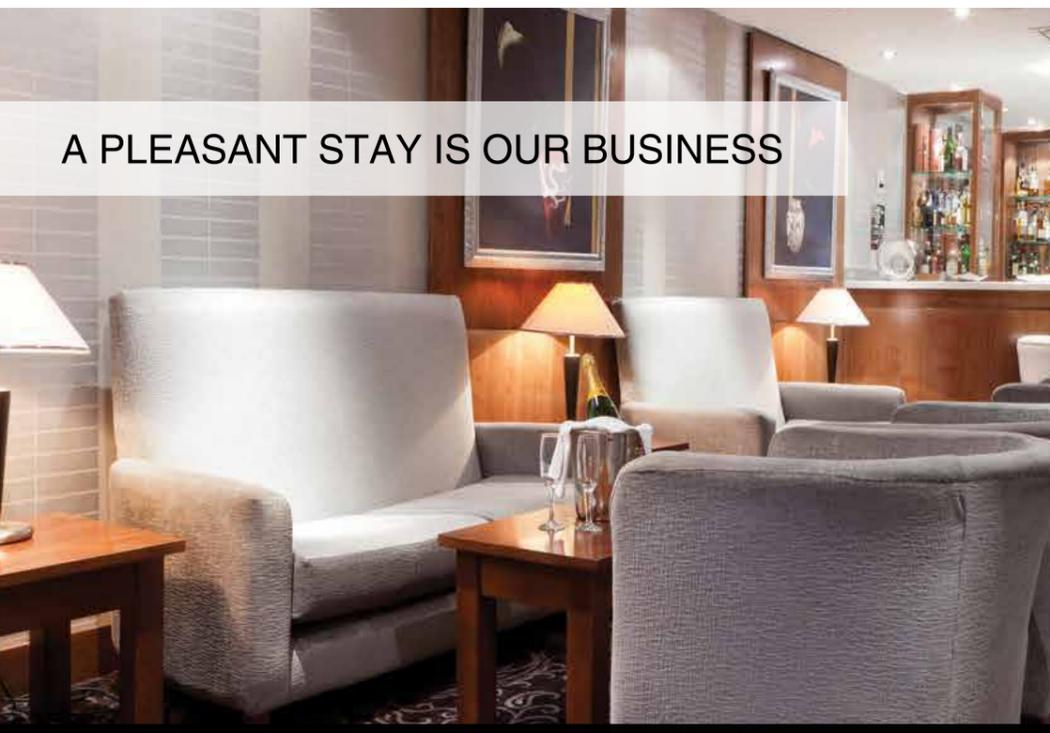
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Peterhead is the most easterly point in
mainland Scotland and is strategically
located in close proximity to offshore
assets in the UK North Sea. ASCO
continually invests in its Peterhead facility
with the objective of establishing the most
efficient supply base in the world.

Clients supported in Peterhead include
Apache, Nexen, Repsol Sinopec,
EnQuest, Statoil, Marathon and Fairfield,
in addition to a range of drilling, subsea
and EPC companies.

NorSea

The NorSea Group is Norway's leading
supplier of base services and integrated
logistics systems to the oil and gas
industry. Based near Stavanger, NorSea
has been in the market for 50 years – but
is a relatively new arrival at Peterhead,
where it set up operations at the port in
2014.

NorSea Group (UK) is the operator at
Smith Quay, the all-weather deepwater
berth created in a £31.5 million develop-
ment project by Peterhead Port Authority.

NorSea is expanding its presence at
Peterhead dramatically, as it will take over

the redeveloped Merchants Quay early in
2018 and also benefit from the major land
reclamation going ahead at Smith Quay.

"This is a massive expansion for us
and we are investing substantially in
new areas, services and equipment,"
says Walter Robertson, Managing
Director of NorSea Group (UK). "We
have a £6 million development plan at
Peterhead."

NorSea will run the expanded Smith
Quay and Merchants Quay sites as one
integrated marine base, providing marine
fuels, mud and other bulk products,
warehousing, craneage, plant and
equipment.

Smith Quay currently covers 16,500
square metres with the land reclamation
and the addition of Merchants Quay to
the portfolio, NorSea's operational base
at Peterhead will increase to more than
60,000 square metres.

"From a market perspective, we have
three target sectors," says Robertson.
"First, the logistics requirements of the
exploration and production operators;
second, the subsea project market;
and third, the decommissioning sector.
Primarily we are serving the North Sea –
Peterhead's location as the most easterly
mainland port in Scotland makes it the
most attractive port for the Northern and
Central North Sea.

"Peterhead's strengths are its location
because of the relatively short steaming
distance to the fields, and the fact that
Peterhead itself offers a one-stop-shop."

NorSea operates with a small dedicated
team, working with trusted sub-
contractors in and around Peterhead to

support its activity. "We see ourselves as
an organisation that can deliver economic
value to the area and its supply chain
companies – there is a great supply
chain to support our operations,"
says Robertson.

Despite the low oil prices and
consequent pressure on the offshore
industry, NorSea's Smith Quay operations
still handled more than 100 project
vessels in 2016. Its major clients include
Technip, Subsea 7 and Bibby Offshore
in the subsea operations, while in the
offshore logistics sector it provides ad-hoc
support to operators and major service
companies.

NorSea handles project construction
vessels of up to 160 metres in length,
while offshore logistics vessels tend to be
around 85-90 metres.

With Smith Quay being the most
sheltered deep water berth within the
Port the company has established itself
as a leader in the provision of onshore
services for decommissioning projects.
In 2016, NorSea launched NSDecom,
a collaborative partnership with Scotoil
Services, which combines the logistics
expertise of NorSea with Scotoil's track
record and experience in waste manage-
ment and NORM decontamination, to
deliver a complete onshore service for the
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Subsea 7

Subsea 7, a global market leader in the subsea umbilicals, risers and flowlines (SURF) and Inspection, Maintenance and Repair (IMR) sectors, has had a presence in Peterhead for nearly three decades.

“Peterhead is our main mobilisation/ demobilisation port in the North East because of its location and good access,” says Steve Warman, Subsea 7 Vessel & Logistics Superintendent. “There are good transit times between Peterhead and many of the North Sea fields. We are going to continue using Peterhead in the foreseeable future. We have confidence in the port’s ability to meet our needs and provide a great service”.

Subsea 7 works with both ASCO and NorSea to service the ROV, construction and offshore dive vessels it brings into the port.

These are the vessels used in life-of-field work – when they arrive, waste and sludge must be removed, new supplies and equipment are loaded, and there is often a big change of personnel.

“Our priority is to get everything arranged for the vessel to come in, turnaround and

go out again quickly,” says Warman.

Equipment to be loaded can range from containers to pipework to concrete mats or spare crane wires – no port call is ever the same, he says. “We must be flexible, working with our suppliers and support services to react fast. Equipment comes here from Aberdeen, Dundee and elsewhere. Some arrive as wide loads, so we arrange police and transport permits, etc. Our job is to get the equipment offloaded and ensure everything is aligned and ready to make a vessel’s port call go as smoothly as we can.”

Among the vessels working out of Peterhead are the *Seven Atlantic* (at 154 metres in length, one of the biggest in the North Sea), *Seven Pelican*, *Seven Falcon*, *Subsea Viking* and *Normand Subsea*, as well as some third-party vessel calls looked after by Subsea 7.

When a vessel is despatched, onboard will be the engineers, divers, technicians, support teams, all necessary equipment and items, and also fuel, provisions and fresh water, so that the vessel can be self-supporting when out in the field.

And it isn’t just the North Sea; Subsea 7 also loads vessels that are heading out to work offshore elsewhere in Europe and even as far away as Brazil.

Score Group

Score Group has been at the forefront of global valve management services for more than 30 years, and provides a range of engineering services to the oil, gas, subsea, nuclear and marine industries. Founded in Peterhead in 1982, the company remains headquartered in the town, where its facilities include a state-of-the-art workshop and specialist test facilities, together with vast warehousing capacity across three sites. Globally, the group employs more than 1,700 people and has a turnover of £170 million and is one of Peterhead’s largest employers.

For the renewables and decommissioning sectors, Score can provide onsite mechanical maintenance, installation and commissioning support, technical engineering support, specialist support for valves, actuation, hydraulics and bolted joints, storage and workshop areas with overhead cranes, and welding, machining and fabrication.

A subsea blow out preventer at Smith Quay.



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Peterhead is ideally placed to handle decommissioning, dismantling and recycling work from the North Sea fields.

Decommissioning hub

Peterhead Energy Hub offers a true one-stop-shop when it comes to decommissioning, and several of its members have come together to provide the full range of services out of the Port of Peterhead.

Why look to Peterhead for decommissioning support and services? In essence, for all of the same reasons why Peterhead has been at the centre of the North Sea oil & gas sector from the very beginning, its close proximity to the central and northern North Sea sectors complete range of onshore services required for decommissioning, and the port's unrestricted access, flexibility and congestion-free berthing. And, of course, the port's 40-year successful track record in the industry, with supply chain to match offering local expertise and an efficient service.

With many North Sea fields coming to the end of their productive life, Peterhead is poised to play an ever greater role in the decommissioning,

dismantling and recycling of the platforms and other equipment involved.

This isn't a case of entire platforms being towed into the port to be cut up, but of handling relatively smaller pieces up to around 2,000 tonnes. Much of this is expected to be brought in to port utilising supply vessels and DSVs focusing mainly on subsea infrastructure such as flow lines, wellheads, pipelines, concrete mats and other gear.

A good deal of equipment, machinery and component parts will be removed from platforms in relatively small pieces before the platform itself is actually taken away from its field. This could equate to as much as 80% of the value.

Subsea 7 has been involved in some decommissioning work already, bringing major pieces of kit ashore to be broken up and recycled. "Divers and ROVs can go down to recover items on the seabed," explains Steve Warman of Subsea 7.

But it isn't all the "end game". Many platforms are coming to the end of what was originally their design life but the fields they serve are still producing profitably. That means equipment needs changing out and replacing. Hence Peterhead is regularly handling very large pieces of kit which are part of replacement projects rather than decommissioning.

With many North Sea fields coming to the end of their productive life, Peterhead is poised to play an ever greater role in the decommissioning, dismantling and recycling of the platforms and other equipment involved



Decommissioning subsea infrastructure at Smith Quay.



Importing wind turbines at Sir Albert Quay.

Peterhead is ready to build on its established reputation in the renewable energy sector.

Green: a support role

Peterhead has a long track record in handling imports of wind turbines destined to be installed on land around North East Scotland. This has put the port in an excellent position thanks to its location and established expertise, to support the burgeoning offshore renewables sector in the North Sea.

- Statoil's Hywind Pilot Park will provide the UK's first floating wind turbines. Part of this construction project is being supported from Peterhead, and Statoil has confirmed that it will base its O&M (operations and maintenance) facilities in the harbour. Hywind is located at Buchan Deep, 25 kms East of Peterhead. It will power approximately 20,000 households when in production from late 2017.

- Vattenfall's European Offshore Wind Deployment Centre (EOWDC) is Scotland's largest offshore wind test and demonstration facility. Being developed by Vattenfall, the project is located in Aberdeen Bay. Construction is due for completion in September 2018. The innovative 92.4MW 11-turbine offshore wind scheme will trial next generation technology and, once operational, boost the industry's drive for competitive clean power. It will produce 309 GWh annually, enough electricity to meet the equivalent demand of 78,529 homes, while eliminating 132,977 tonnes of carbon

dioxide. Peterhead port is supporting the construction of EOWDC.

- Further substantial wind farms are planned off the East Coast, and Peterhead is expected to provide services and facilities for construction and O&M for some of these projects.

The port's environmental credentials are demonstrated by encouraging these projects and its long-standing EcoPorts accreditation.

Further substantial wind farms are planned off the East Coast, and Peterhead is expected to provide services and facilities for construction, operations and maintenance in many of these projects



Peterhead is the ideal gateway for handling grain exports and agribulk imports.

Agricultural products

With the fertile soil of North East Scotland on its doorstep, Peterhead has long provided an ideal gateway for the agricultural sector, handling exports of crops and imports of agribulks required by the farming industry.

Aberdeenshire accounts for 27% of Scotland's cereal production – naturally, export levels depend on each year's harvest, with volumes and prices adjusting according to quality and demand.

There are extensive grain storage facilities close to the Port of Peterhead and vehicles have easy, unfettered access to the quays for loading vessels – normally at Princess Royal Jetty or Sir Albert Quay, which both have a grain sampling and weighbridge facilities.

Exports include barley, oilseed rape and other cereals, which are loaded direct from road transport to vessel, while imports include a range of fertilisers, either bagged or in bulk.

Peterhead also exports shipments of bulk timber, with quantities being dependent on forestry operations in the vicinity of the port.

There are extensive grain storage facilities close to the Port of Peterhead and vehicles have easy, unfettered access to the quays for loading vessels

Timber being stored and exported over Sir Albert Quay.



An extensive range of ship repair facilities provides vital support for fishing and maritime activities.

Expert ship repair

A critical part of Peterhead's strengths as a fishing and maritime hub is its extensive range of ship repair facilities, highly experienced contractors and skilled workforce.

All of the port's repair facilities including the state-of-the-art Syncrolift, large repair hall, slipway and drydock, are owned and operated by Peterhead Port Authority. These facilities are made available to engineering, fabrication and painting companies on a contract-by-contract basis, and are particularly in demand for working on fishing vessels.

The Syncrolift ship repair facility can accommodate the largest vessels in the UK white fish fleet and is also regularly used for work on tugs, ferries and offshore support vessels. It can accommodate vessels weighing up to 2,000 tonnes (72 tonnes per metre length) for inspection, repair, maintenance and

survey work. The lifting operation takes just 45 minutes – the vessel can then be positioned on the outside repair berth or in the repair hall itself.

The repair hall accommodates vessels up to 47 metres in length and 25.2 metres high and is in demand for carrying out work that needs to be done in a protected environment. Painting, coating and welding work can go ahead under cover no matter what the weather. Outside, there is ample flat working space alongside the repair berth. The repair facilities are served with high-capacity power supplies and fresh water.

The slipway has four cradles and accepts ships up to 27.4 metres keel length, 7.2 metres beam, and 360 tonnes in weight.

The dry dock handles vessels up to 57.9 metres in length and 10.6 metres width and five metres draft. It is also used by companies for testing underwater equipment.

Commercial ferries and fishing boats use the shiplift.

The Syncrolift ship repair facility can accommodate the largest vessels in the UK white fish fleet and is also regularly used for work on tugs, ferries and offshore support vessels

Visitor attractions

Peterhead provides a friendly welcome to cruise ships and leisure craft.

With a wealth of historic houses, castles, parks, gardens, golf courses, distilleries and museums within easy reach, Peterhead is well located as a base for tourists and visitors – hence the demand for marina space at the port, as well as the decision by some niche cruise operators to call into this unique North East Scotland harbour.

Peterhead Port Authority owns and operates Peterhead Bay Marina, which is at the South-West corner of the port. With a reputation as one of the best and most friendly marinas in the area, it has a total

of 150 berths – 20 for visitors, and the rest rented out on an annual basis.

Undoubtedly, the presence of the friendly marina has generated important revenue for visitor attractions, shops, restaurants, taxis and other service providers in Peterhead and in the surrounding area.

The pontoon berths accommodate vessels up to 20 metres long. There is 2.3 metres water depth at the marina entrance but vessels up to 2.5 metres draft can lie afloat at the deepest berths.

Fresh water and electricity is available at most berths, while showers, toilets, changing facilities and wifi are provided in the marina's service building. Diesel,

gas and laundry facilities are available and chandlery, repair services and café are all nearby.

The marina usually records more than 1,000 visitor nights a year. A good number of these people use Peterhead as an ideal stopover on their way to and from Scandinavia; the marina is also used by vessels heading for the Caledonian Canal and the popular sailing areas off the West Coast of Scotland.

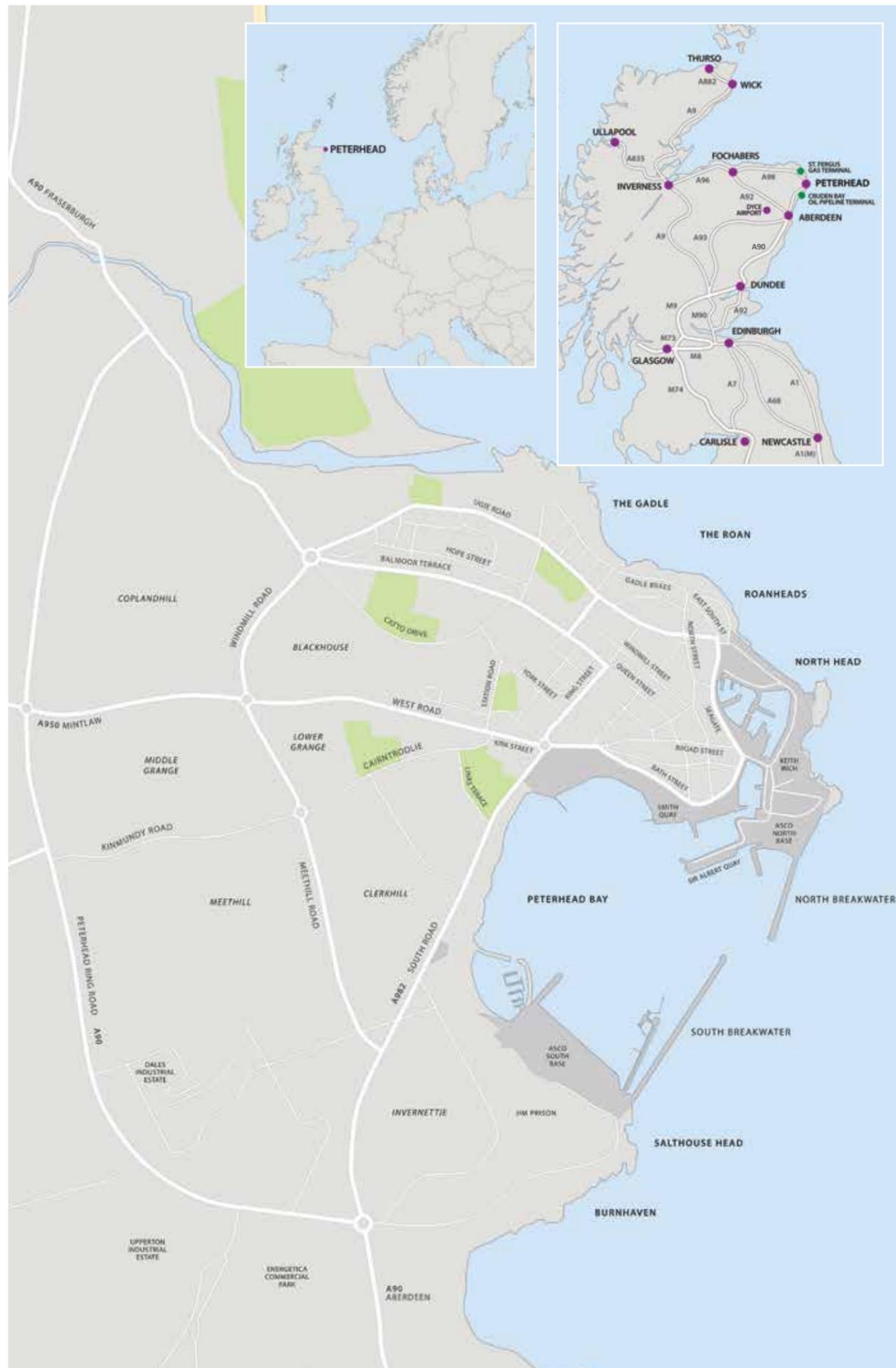
Cruise calls

Peterhead is far from being a major cruise port but it does have a unique product to offer. The port generally attracts niche cruise vessels carrying between 200 and 800 passengers. Popular excursions include an Aberdeen city tour, the Scottish Lighthouse Museum in Fraserburgh, Peterhead's old prison (now a museum and visitor centre), and many top quality gardens, houses and castles.

The Port of Peterhead prides itself in the welcome it offers to cruise callers – the flags and bunting come out, a pipe band plays on the quayside and, for larger vessels, a complimentary shuttle bus operates throughout the day to and from the town centre.



Cruise vessel berthed at North Breakwater.



Peterhead will benefit from even better road links thanks to one of Scotland's largest infrastructure projects.

Connections, connections...

Road

Peterhead has good connections by road, rail and air – and now, thanks to one of the largest infrastructure projects ever undertaken in Scotland, its connections are radically improving.

The Aberdeen Western Peripheral Route, part of Transport Scotland's commitment to improving travel in the North East, is due to open in 2018. This new 58 km road will bypass Aberdeen entirely, significantly increasing local and national connectivity for businesses and remove uncertainty on journey times through Aberdeen.

Meanwhile, the A90 is being dualled and upgraded at key stretches along its length between Aberdeen and Peterhead – this will enable faster, smoother road journeys to and from Peterhead.

Air

Aberdeen Airport is situated at Dyce, on the northwest side of the city and therefore easily accessed by road from the Port of Peterhead.

There are numerous regular scheduled flights between Aberdeen, all London

airports and the key hubs of Amsterdam, Frankfurt and Paris. Around 20 airlines provide flights to and from Aberdeen, serving Britain's other major cities and a wide range of destinations in Europe.

The airport is also the major centre for helicopters involved in oil industry support work including transporting personnel to and from platforms in the North Sea.

Rail

Aberdeen Railway Station is linked to all major cities around the UK. Thanks to high-speed trains, the 878 km journey between Aberdeen and London is covered in seven hours. There are regular local rail services between Aberdeen and Dyce, which is a strategically important economic hub for the region as well as being the location of the airport.



Peterhead Port Authority oversees a busy harbour 24/7, balancing the needs of all port users.

Safety and efficiency

As the statutory harbour, pilotage and conservancy authority for the Port of Peterhead, Peterhead Port Authority has a wide range of duties and responsibilities. This includes ensuring and promoting safe and efficient navigation. However, within that remit falls security, environmental protection, and co-ordinating and balancing the needs of a wide range of port users, from offshore supply vessels to trawlers to private leisure craft.

Commercial shipping, trawlers that need to land fish around the clock, and offshore operators requiring a rapid turnaround have one thing in common – they all, rightly, expect an efficient, effective and reliable service.

Pilotage and Vessel Traffic Services are co-ordinated around the clock from the Port Control Centre, which ensures close co-operation with tug operators, ships' agents and stevedores.

Without doubt, Peterhead is a busy port with over 8,000 commercial vessel movements and 7,000 fishing boat movements each year. Handling the various needs of hardworking vessels requires some careful co-ordination by VTS, says Peterhead Port Authority Harbour Master, John Forman.

"All traffic, even small boats, must report into VTS," he says. "We have a modern system - VTS technology changes quickly, and we have recently updated our equipment. We have a team of six VTS operators, all with MCA

approved certification which is refreshed and updated every three years. VTS provide a 24/7 service. They are supported by nine boatmen, also on a 24/7 rota, mainly for the pilot boats."

A team of highly qualified and experienced pilots, with extensive and detailed knowledge of the harbour and its approaches, also work on a round-the-clock rota. Pilotage is compulsory for any vessel over 3,500 tonnes, unless the Master or Mate holds a Pilotage Exemption Certificate (PEC). However, a pilot will be provided if requested for any vessel under that size – in times of bad weather or poor visibility, for example.

The pilot boarding area is two miles East-South-East of the South Breakwater light and the average duration of each pilotage act is just 50 minutes. In poor weather, a vessel may be permitted to come inside the breakwater to allow the pilot to board – but larger vessels will always be required to take on a pilot outside the breakwaters, before entering the port.

For the inner harbours, pilotage is compulsory for all vessels over 200 gross tonnes and a pilot is also required for a number of specific cases such as tankers carrying oil in bulk as cargo, vessels carrying more than 100 tonnes of hazardous cargoes or dangerous goods, or vessels carrying IMO Class 1 category explosives.

Whatever the situation, a detailed pilotage passage and manoeuvring plan is drawn up in advance and agreed with the vessel Master, based on the pilot's experience and the tidal and weather conditions at the time.

Commercial shipping, trawlers that need to land fish around the clock, and offshore operators requiring a rapid turnaround have one thing in common – they all, rightly, expect an efficient, effective and reliable service

Peterhead pilots provide a 24/7 service.



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Dredging

Peterhead Port Authority is responsible for monitoring and maintaining water depths in the approaches and inside the harbour, to ensure safe passage and berthing of vessels within the port.

Third party contractors are employed to carry out regular hydrographic surveying so that any issues with silting can be quickly identified and remedied. Only low levels of maintenance dredging are generally required.

As part of the Port Authority's ongoing £51 million investment project, much of the inner harbour will be dredged to increase the depth from 3.5 metres to 6.5 metres, in response to the needs of larger fishing vessels and other marine traffic.

Health, Safety and Environment

HSE Officer, Richard Baird is responsible for overseeing Health, Safety and Environmental commitments at Peterhead Port Authority.

The work undertaken by customers at the Port means there are frequently a large number of contractors onsite, and that brings its own challenges. Baird is tasked with ensuring each organisation

is compliant with safety, security and environmental regulations.

"Of course we recognise that, for example, the oil and gas industry is very health and safety conscious – but as a Port Authority we have our own standard set of rules and everyone who comes onsite must sign up to these," he says. It is critical that activity is carried out safely to protect contractors, employees and the public.

Peterhead has the ISO 18001 health & safety accreditation.

Peterhead is committed to reducing its carbon footprint and environmental impact, with a number of ongoing initiatives:-

- Electricity and water usage is measured and monitored.
- Water quality is monitored inside the harbour, with a yearly report from consultants.
- When ships are washed down in the repair area, contaminated water is collected and treated.
- The Port Authority has invested in ship-to-shore power improvements so that fishing vessels can 'plug in' to onshore power and switch off their engines in port.
- The provision of LNG bunkering is being discussed.
- During 2016 a new recycling facility was built where old oil drums and filters from fishing vessels are crushed.
- Bins are provided for waste from vessels, and regularly collected by

specialist waste disposal contractors. The Port Authority carries out maritime resilience exercises on a regular basis, usually working with ASCO, NorSea and others, to test how the port would respond to any pollution.

EcoPort Accreditation

Peterhead is the only port in Scotland with the EcoPorts/PERS (Port Environmental Review System) accreditation, issued by the European Sea Ports Organisation to recognise high environmental performance. PERS is audited by Lloyd's Register and renewed every two years.

Vessel to vessel fuelling at Smith Quay.



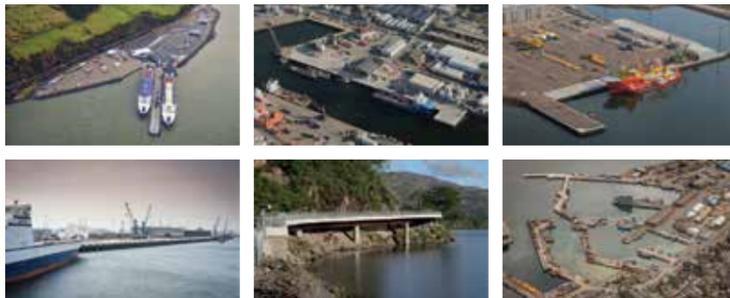
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