HANDBOOK

PETERHEAD PORT AUTHORITY

NorSea
UNITED KINGDOM

NorSea focus on provision of a multi-user offshore project support service.

NorSea UK Ltd has redefined its operating strategy at its Peterhead Shore Base to focus primarily on the provision of services to vessels engaged on project related activities.

Offshore customers represent contractors within the subsea construction and maintenance, decommissioning and the renewables sectors of the UK energy industry. Onshore customers include representatives from the agricultural, distribution and infrastructure development sectors.

Peterhead Shore Base

Smith Quay

NorSea has operated from Smith Quay since 2014 and the 160m long berth with 16,500m2 of storage has a minimum of 10m draft. The quayside is capable of berthing vessels up to 165m in length. In 2017 the company completed an investment in a 3,000m3 MGO storage and distribution facility (2 x 1,500m3 tanks), pumping fuel at 100m3 per hour to the quayside.

Smith Quay provides sheltered berthing and has proven to be a catalyst for bringing new business to Peterhead and the surrounding area.

The quay incorporates a 500-tonne capacity heavy lift pad and has the capability for skidding items up to 2,500 tonnes which makes it ideal for handling project cargo and decommissioning activity. Clients enjoy a significant advantage from 30,000m2 of secure storage adjacent to the quayside.

The site has a waste management licence and areas are provided for quayside fabrication and equipment mobilisation prior to/post mobilisation. Companies use the space for completing large spool pieces, building cable lay systems and refurbishing reels and tensioners. Large or heavy items can also be stored close to the berth for the duration of the project, thus avoiding high costs for the port. In recent years there has been increasing demand for our berths and services to support decommissioning of subsea infrastructure.

Peterhead has been recognised as one of the best locations in Scotland for offshore renewables development and these facilities have been used as one of the locations to support the Aberdeen Offshore Renewables project completed in 2018.

Merchants Quay

Merchants Quay has a total berthing face of 135 metres and was dredged in 2018 to provide a depth of 7.5m. The previous fish market building has been removed and the site levelled for use by project related vessels.

This facility has 16,000m2 of concrete laydown area adjacent to the quay, ideal for storage of components and equipment pre/post load-out. MGO is delivered by road tankers on Merchants Quay via our tank farm situated on Smith Quay.

New offices and meeting rooms and a small internal storage facility will be completed in January 2020 providing base operations control from a single location as well as facilities for customers project meetings.

Open Storage

Material from the recently completed inner harbour redevelopment was recycled to develop 30,000m2 of reclaimed land. This new facility provides ideal storage and mobilisation areas for equipment and machinery prior to load-out or upon demobilisation.

Decommissioning

In an alliance with Scotoil Services Ltd (part of the Tradebe Group of companies) the company has executed decommissioning projects, primarily on redundant subsea infrastructure. Our aim is always to divert the maximum volume of waste from going to.

Aerial view of NorSea's Peterhead Shore Base

PETERHEAD PORT AUTHORITY

Published by **Compass Handbooks Ltd**
in association with **Peterhead Port Authority**
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March 2021
ISSN 0952-7885
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Foreword

Peterhead Port - The Gateway to a Sea of Opportunities.

Following the successful completion of the Inner Harbour deepening project and opening of one of the most modern fish markets facilities in Europe, Peterhead Port Authority (PPA) continues to record growth in both volume and value over the quays for white fish and pelagic species alike. Complementing this growth, PPA turned its attention to ensuring that the highest levels of hygiene and food standards are in place, and has successfully been accredited by the BRCGS (British Retail Consortium Global Standards) with its highest AA rating which reflects best practice and facilitates a process of continual improvements through well-designed risk-based product safety management systems. It also ensures the quality and safety of products during their storage and distribution throughout the supply chain. The Port has also become an accredited member of the Responsible Fishing Ports Scheme which aims to promote and encourage responsible operating practices within UK fishing ports and harbours. Certification provides assurance to buyers and sellers of seafood that ports are acting in a responsible manner.

Turning to other parts of our business, we continue to play a pivotal role for the oil & gas industry with our prime location, deep water, versatile berthing arrangements and commercially minded approach. The industry is going through interesting changes, a move to carbon neutral by 2050, increased focus on offshore renewables and carbon capture and storage, will provide myriad opportunities for the Port and its stakeholders and together we will be up for the task.

Of course, our speed and direction will be severely tested by Brexit, however we are a resilient and resourceful business and are confident that the “Sea of Opportunity” will deliver value and benefit to all of its stakeholders and customers.

It is certainly a great privilege to be part of the Authority’s legacy and on behalf of the Convenor and Board of Peterhead Port Authority, I invite you to continue being part of our fabric and ongoing journey into the future.

Mr Simon G Brebner
Chief Executive of
Peterhead Port Authority

Aerial view of Peterhead Port.

Peterhead has demonstrated its confidence in the future, with a £51 million development in support of the fishing and offshore sectors.

Peterhead: a port that leads the way

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 (2019):
£210 million

Commercial vessels:
9.4 million tonnes

Cargo Imports:
713,901 tonnes

Cargo Exports:
705,461 tonnes

The Port of Peterhead's success as a leader in its field has been built on hard work, experience, versatility, innovation, investment and the dedication and long-term perspective that comes from its status as a Trust Port.

Some ports are natural leaders. Geography plays its part – Peterhead's location makes it an obvious choice for the fishing and offshore energy sectors. Its importance as a safe haven for shipping goes back centuries.

But, as any business knows, success isn't something that 'just happens'. The Port of Peterhead's success as a leader in its field has been built on hard work, experience, versatility, innovation, investment and the dedication and long-term perspective that comes from its status as a Trust Port.

That resilience and can-do attitude has come to the fore during the Covid-19 pandemic, as Peterhead Port Authority has met the challenges and restrictions head-on and introduced new procedures and ways of working in order to ensure its vital services can continue.

For Peterhead, success is all about quality and quantity.

- Fishing: Peterhead is the UK's largest fishing port and hosts one of Europe's largest fish markets. In 2018, a new state-of-the-art fish market was officially opened by Prince Charles – this was part of an ambitious £51 million investment by Peterhead Port Authority. A series of prestigious quality certifications have followed.
- Offshore Oil & Gas: Peterhead has built up its reputation as a major hub for the offshore oil & gas and subsea sector over nearly six decades. This sector also benefited from the Port Authority's £51 million investment, thanks to the creation of new quayside and operational areas.
- Offshore Renewables: Peterhead is drawing on its flexibility, facilities and skills in oil & gas to become a major hub for serving the offshore renewable energy market.
- Decommissioning: While the swing from new developments to decommissioning has not been quite as swift as some predicted, nevertheless Peterhead is ready and equipped to play a major part in the decommissioning of North Sea platforms.
- Carbon Capture: Peterhead is expected to play a key role as an import point for carbon capture at industrial sites across Scotland to be stored at the Acorn site in the Moray Firth.
- Agricultural Products: Peterhead handles significant volumes of fertilisers, grains and other agricultural products.
- Cruise and Leisure: Peterhead offers a unique experience for cruise passengers – it's an ideal starting point for a host of visitor attractions in north-east Scotland.

The Port of Peterhead offers safe, sheltered, lock-free deep water, with no congestion. Significant expansion in recent years has provided more quays, more equipment and more space.

Landside, its efficient connections have become even better, following the completion by Transport Scotland of the 58km Aberdeen Western Peripheral Route and other upgrades to the main A90 north-south road. This major project

Peterhead has a well-deserved reputation as a major hub servicing the offshore sector.

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has provided swifter, clearer links south to Aberdeen Airport and beyond.

The Peterhead 'brand' is strong and the Port Authority is determined to build on it, says CEO Simon Brebner.

"We have had a fishing harbour here for more than 400 years and, provided stocks are maintained in a healthy state and properly managed, there is no reason for us not to have a successful fishing harbour here in 400 years' time", he says. "Fishing has been a huge success story for Peterhead, creating a lot of jobs and value. Our reputation for high quality attracts more and more fish to the market – and that in turn attracts buyers prepared to pay well for a quality product. We want to encourage even more local added value and processing and we are planning further investments".

In the oil & gas sector, there was a tail-off in activity as a result of the price downturn which began in 2014. "We needed some rebalancing of costs within the sector", says Simon Brebner. "The subsequent reduction in labour, equipment and other costs has led to a much more sustainable industry in the North Sea, given that it is a mature province with a slowing in production capacity and smaller new finds. As a port, we have been recovering well; there has been a rise in the number of new small tie-ins and associated capex, and major maintenance projects are also picking up again".

All of this adds up to a tangible sense of optimism within the Port of Peterhead and amongst all its stakeholders and the broader supply chain. "Even the road upgrade has played its part in this", he says. "This has provided much more confidence in the time it takes to get to and from north or south Aberdeen. You can plan your journey better – and that is particularly important for the logistics, oil & gas and fishing sectors, all of which are reaping the benefit".

Trust Port

Peterhead Port Authority's status as a 'Trust Port' is fundamental to its way of working – and its view of success.

"The ethos of a Trust Port is fundamentally important to how the business is run", says Stephen Paterson. Chief Financial Officer. "The port is like a family heirloom, to be passed from one generation to the next – our role is to add value during our custodianship".

The Port Authority takes decisions for the long-term rather than the short-term, he explains. "We don't have specific targets about profitability from one year to the next. It is all about sustainability in the long-term and contributing as much as possible to the local community; that is our main purpose, bringing added value to this area".

The Government's proposals for Freeports after the UK leaves the European Union offer the potential for a new dimension at Peterhead. "We have £200 million worth of fish coming in and out every year. Freeport status would offer great potential for added value", says Paterson.

> " The port is like a family heirloom, to be passed from one generation to the next - our role is to add value during our custodianship."
> *Stephen Paterson*
> *Chief Financial Officer*

Operators at Peterhead provide a full range of logistics services to the offshore sector.

A fully integrated fishing hub is at the heart of Peterhead Port Authority's recent £51 million investment project.

Investment with impact

Confidence and ambition – these were the drivers behind Peterhead Port Authority's decision in 2016 to embark on a £51 million development, its largest ever investment and one that has transformed the port, putting in place the building blocks for an even more successful future.

Within this massive investment, the new £9 million fish market was opened at Alexandra Basin in 2018. At the heart of a fully integrated fishing hub, the market inevitably took most of the headlines – but the expansion has also been vital for the Port's activities across offshore oil & gas, decommissioning and renewable energy.

The major package of works, which started in 2016, included:

- Construction of a new fish market with 80% more floor space, with covered landing canopies for vessels discharging privately sold fish.
- Dredging of the inner harbour to increase depth from 3.5 metres to 6.5 metres, which means that all current fishing vessels can now land fish at any stage of the tide.
- Strengthening of surrounding quaysides.
- Widening of the inner harbour entrance from 10.5 metres to 16.5 metres and also lengthening the lift bridge, Queenie Bridge, to improve access to and navigation in the inner harbour.
- Removing the old fish market at Merchants Quay and dredging the berth to 7.5 metres to create a 180-metre deepwater and sheltered quay for commercial use.
- Using the dredged material from the inner harbour for land reclamation at Smith Quay – tripling the space available to 48,000 square metres and creating a huge working area for NorSea.

The project was granted £4.4 million of funding from the European Maritime and Fisheries Fund and the Scottish Government.

The architects for the fish market were Arch Henderson and the main contractor was Chap Construction. The engineers for the harbour works were the RPS Group and McLaughlin and Harvey/ Boskalis formed a joint venture as the main contractor.

The sheltered waters of Peterhead Harbour.

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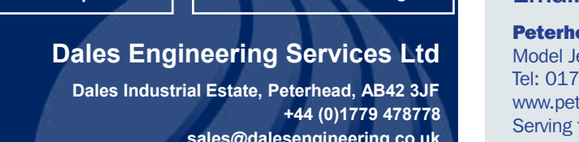

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Serving the fishing fleet in the North East of Scotland and the fish processing industry in the Port of Peterhead

The new fish market was used for an opening ceremony attended by 500 guests.

Development Challenges

How does a port continue to operate in the midst of major development work? That was the challenge for Peterhead, as the new fish market and major harbour developments took place during 2017 and 2018. “It was a big challenge running the port and doing a development of that size”, says Harbour Master John Forman. “Fish landings were at their highest ever levels, but we were successful in keeping vessel and market operations going smoothly.

“Our marine staff were very busy in the control tower, especially as they had to co-ordinate the movement of barges dredging and moving material to the reclamation area. When we finished one part of the project and tidied up, we then started on the next. For example, we knocked down the old fish market almost immediately after moving out and flattened the site as quickly as possible to prepare it for NorSea”.

Now that the major development is complete, the harbour maintenance and marine teams are focusing on routine maintenance and upgrading work. “There is always fendering to replace, painting to be done and other work to keep the port in top quality condition”, says Forman.

The last auction in the old fish market was held on a Friday; the first sales in the new market were on the Monday.

“Everything was moved from one to the other over the weekend, mostly by our own Peterhead Port Authority staff”, he says. “The market was operating from June and officially opened by Prince Charles in September 2018”.

In another extraordinary logistical achievement, the new fish market was used for the opening ceremony, which took place at the same time as the town’s Fish Festival. The market was cleaned and washed down after the Friday auction and set up with carpets, tables and chairs for an opening ceremony held between 10am and 3pm on Saturday.

Some 500 guests enjoyed a three-course meal at which different types of fish were served.

By 7pm on the Saturday, the market was cleared again, and it was washed down ready to receive fish landings again from noon on Sunday.

As Forman says: “People couldn’t believe that we could turn the fish market into a dining area so quickly – and back again”.

In another extraordinary logistical achievement, the new fish market was used for the opening ceremony, which took place at the same time as the town’s Fish Festival

Quality and choice: The UK's top fish market

Peterhead is handling record volumes of fish at its brand new, state-of-the-art fish market

Peterhead is the UK's biggest white fish and pelagic port – and it is clearly set for further growth. The port has embarked on an exciting new chapter, based around:

- Massive investment in a state-of-the-art fish market
- A reputation for quality and choice
- A robust system that works like clockwork
- A series of prestigious certifications for quality and sustainability

The statistics speak for themselves. Peterhead has been handling record volumes of fish over the quaysides and in the fish market, with sales of white fish, pelagic fish and shellfish exceeding £200 million a year.

Fish landings and fish sales at Peterhead represent the central cog in a large and thriving industry which includes fish processing, adding value, refrigeration and storage, logistics and transportation.

It is all about confidence: the vessels know they can land and sell the fish, and the buyers know they can buy the fish they need.

"The potential going forward is huge", says Peterhead Port Authority Head of Fishing – Commercial Peter Duncan.

"As a port, we do whatever we can to facilitate business growth. The big 'plus' from the new fish market is space. We have capacity, so whenever a vessel comes in, its owners know that the fish will be landed and go to auction.

"That, in turn, brings in more and more buyers. That increases demand – which, in tandem with the high quality we are renowned for, means higher prices. That in turn means more fish are landed. Because of our size, we are attracting

The new fish market has a capacity of 10,000 boxes.

Five days a week, Peterhead's vibrant fish market attracts the most demanding of buyers, confident of consistant and unrivalled variety, quality and quantity

more fish, higher prices and more buyers. A strong market brings benefits and advantages throughout the supply chain. And the quality is exceptional".

The business development/customer relationship focus is on ensuring that every stakeholder using the port is getting what they need from the port and that there is fairness across the board, explains Duncan. "That means fishermen, sellers, buyers and everyone in the fishing cycle. We meet with them all regularly, to ensure any issues are addressed promptly".

Peterhead's strengths as a fishing hub are based on its history and location, he says. "Peterhead's tradition as a fishing port goes back to the 1400s, and the Port of Peterhead was officially established in the 1500s. The port has always had the benefit of a sheltered position on the north-east coast. Its breakwater was built to establish the port as a place of refuge that never closed. That is a definite strength. And then there is the shared experience in and around the town – you just can't beat experience".

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

Within Peterhead, the fishing industry includes primary and secondary processing, smoking, storage, freezing, transport, imports and exports. And this is not just about what's on the lunch table or in the fish restaurant. The sale and use of fish goes 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.

Covid-19

The Covid-19 pandemic inevitably had a major impact on operations at Peterhead Fish Market.

In March 2020, PPA acted swiftly, introducing a range of measures which allowed the fish market to carry on operations, while also observing social distancing requirements. Initially, daily market capacity was reduced to 5,000 boxes of fish, to allow at least three metres distance between each row of fish at auction. Space was strictly allocated to each vessel.

Three months later, the capacity was somewhat increased in line with Scottish Government advice.

Restrictions and procedures are kept under constant review as advice and guidance from the Scottish Government changes.

Other Covid-19 requirements include the introduction of one-way systems, adjusted timings to ensure that sales are finished and processors have left the building before the transport and labour force arrives, frequent handwashing and hygiene measures for all, and face coverings in enclosed public spaces.

The social distancing measures put in place along with the use of extended open walkways between each tier of fish has allowed each individual the space to physically distance in the auction room, explains Peter Duncan. "This was a crucial factor that allowed the fish market to remain operational".

Restrictions and procedures are kept under constant review as advice and guidance from the Scottish Government changes.

PPA will take 'careful, gradual and incremental' steps in making the changes needed to return to full capacity.

Peterhead Fish Market already had the highest possible hygiene and ethical standards for a fish storage facility, and the processes and procedures that were put in place long before the Covid-19 outbreak have been invaluable in ensuring that the market remains operational and hygienic.

A fishy introduction for the Prince of Wales.

Seafood Processing Hub

Peterhead Port Authority has plans to refurbish a block of processing units it owns next to the fish market. These are rented out to smaller companies.

"There is a place for small as well as big companies", says Stephen Paterson. "We need the mix for a successful market. Not every processor aspires to be an international brand – they might just serve the local market. There are family-run companies in this sector that are supplying fish and chip outlets and restaurants locally. The industry is healthier with all of them".

On the Menu

White Fish

- Mainly 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 selling agents at Peterhead Fish Market:
  Don Fishing Co Ltd
  P&J Johnstone Ltd

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
- Pelagic companies at Peterhead:
  Denholm Seafoods Ltd
  Northbay Pelagic Ltd
  Lunar

The Stats

Fish and shellfish landed:
153,000 tonnes
Value: £210 million

Pelagic fish landed:
83,000 tonnes
Value: £68 million

White fish landed:
64,000 tonnes
Value: £127 million

Port of the Year...

Peterhead was named Fishing Port of the Year at the annual Fishing News Awards in May 2019.

Fish of the Year...

Among recent landings at the market was a 94 kilogram halibut.

The investment in the market totalled around £9 million, while the harbour upgrade works cost £42 million. The entire development was welcomed by local councillors as 'a real vote of confidence in the town and in the future of the industry'

The Prince of Wales at the official opening of the new Peterhead Fish Market.

Market Day

The sale of a £130 box of cod marked the very first sale at Peterhead's new fish market in June 2018. Three months later, the market was officially opened by Prince Charles.

"We were delighted and honoured to have Prince Charles in Peterhead to open the market", says Peterhead Port Authority CEO Simon Brebner.

The investment in the market totalled around £9 million, while the harbour upgrade works cost £42 million. The entire development was welcomed by local councillors as 'a real vote of confidence in the town and in the future of its industry'.

The new market has capacity for 10,000 boxes, a substantial increase on the 7,000-box capacity in the old market at Merchants Quay, and it is equipped with the latest refrigeration and computer technology.

The design of the market provides good access for boats on the quayside and for articulated lorries on the shoreside; this enables the swift, efficient and hygienic movement of fish through the landing, auction and loadout process. For example, a fishing boat could come into port at 3am, land its catch and be back out at sea by 6am, to start fishing again.

The market upgrade created larger walkways for pallets, trucks and forklifts, and also provided plenty of office space and a new café. Crucially, more floor space also means that the fish can be better displayed, with less stacking of boxes. This has been a huge advantage in allowing for social distancing during the Covid-19 crisis.

Staff in the fish market work three shifts to cover 24 hours. Information about the fish coming into the market is displayed online overnight and continually updated so that buyers can monitor the website and make their purchasing decisions depending on what they require. The market floors are regularly swabbed and checked. Temperature is computer controlled and constantly monitored.

"There is nothing we don't do to make sure we are the best", says Peterhead Port Authority Operation and Compliance Manager Allison Sherrington.

TV Stars

Fish Town, the BBC documentary series, shone a new spotlight on Peterhead, the UK's biggest fishing port. To quote the BBC, the programme focused on the 'the extraordinary people working on land and at sea to put the fish on our plates'. *Fish Town* told the behind-the-scenes story – of the hard work, dedication, expertise and unrelenting focus on quality that underpins Peterhead's success.

The BBC also created a few celebrities along the way – not least Peterhead Port Authority Operation and Compliance Manager Allison Sherrington.

The fish market has become a visitor attraction in its own right, although there are obviously restrictions in place during the Covid-19 pandemic. As well as attracting a steady stream of high-profile visitors, including politicians, the market has become a popular destination for school outings and numerous clubs and societies. "We have had many school visits to the new fish market – so we are telling the story to the next generation", says Allison Sherrington. "We have had numerous visits from groups such as Rotary Clubs and we have had a lot of television coverage – and all of this is enhancing our reputation as a leading fishing port. It is publicity which is great for the port".

Peterhead is recognised as a 'centre of excellence' for the fishing industry. Those on the outside may not grasp the true extent of activity. Providing the facilities to land catches is just the start.

This centre of excellence also includes:

- The facilities and expertise for repairing nets.
- Facilities for maintaining and repairing vessels.
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- A covered repair hall for year-round working, accommodating vessels up to 47 metres long and 25 metres high.
- A four-berth slipway for vessels with a keel length of up to 27.4 metres and beam of 7.2 metres, and a drydock for vessels up to 57.9 metres long and 10.6 metres wide, with maximum draft of 4.5 metres.
- A cluster of painters, engineers and boat repair experts.

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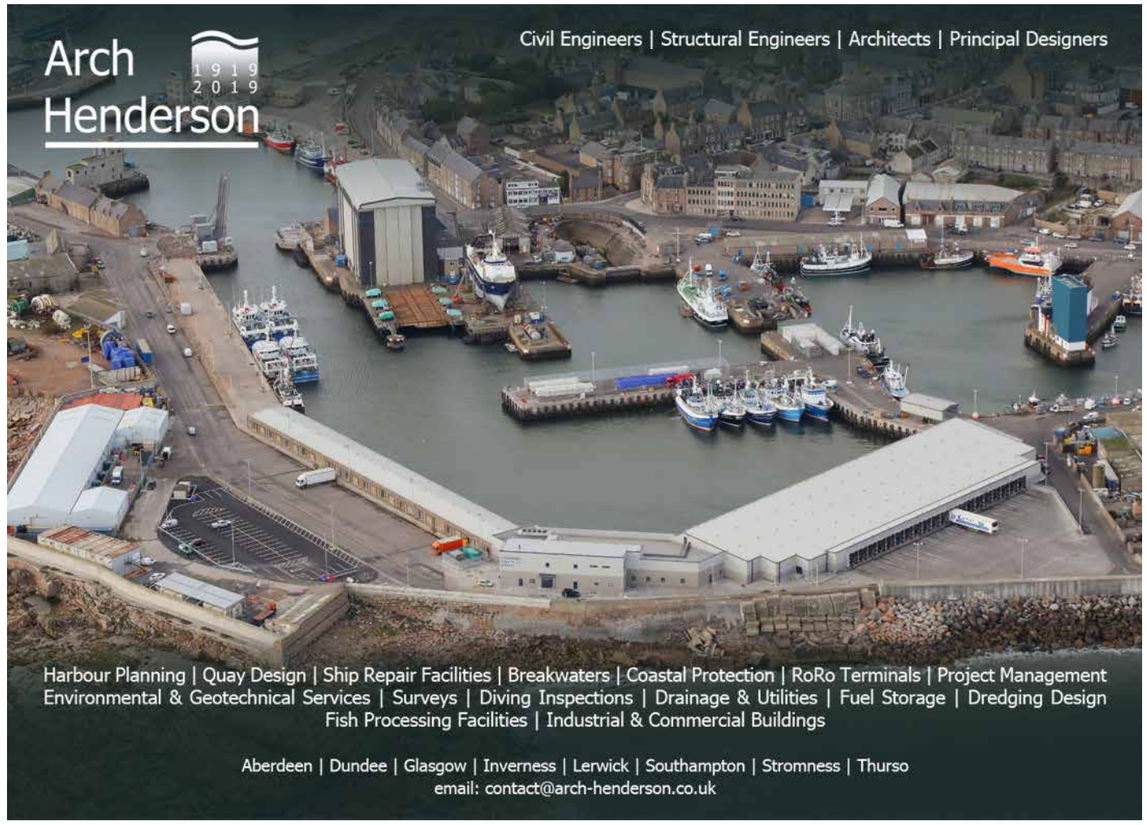


Quality Certification

There is increasing demand for full traceability of the fish from sea to plate and Peterhead has responded quickly and proactively. The new fish market quickly attained the highest AA rating from British Reputation through Compliance Global Standards (BRCGS) and soon afterwards Peterhead became the first port in the UK to achieve the Seafish Responsible Fishing Port accreditation. In September 2019, the market was awarded Marine Stewardship Council (MSC) chain of custody accreditation.

"These accreditations are vital in confirming the port's reputation as a centre of sustainable seafood excellence", says Simon Brebner.

Allison Sherrington adds: "With key fisheries, and many of the vessels catching those species, attaining MSC certification, the next logical step was for the market here in Peterhead itself to gain chain of custody certification.

"It gives customers complete confidence that those species with the well-known white tick on blue logo landed to the market are sustainably caught and fully traceable.

"With the global demand for sustainable seafood rising the whole time, the certification strengthens the reputation of the market and individual businesses and opens up new business opportunities for all. We have also now secured SMETA, the Sedex Members Ethical Trade Audit".

Visitors to the fish market often comment on the lack of smell. That's because the fish is so fresh. Vessels can usually land fish any time, any day, confident that it will go straight into the next auction. "Customers want quality above all", says Allison Sherrington. "The boats know that the more they look after the fish, the more they will get for them".

The market opens at 7am and, as the auction progresses, the floor clears incredibly quickly as the sold boxes are loaded out. This is still a traditional 'shout' auction. In normal times it isn't unusual to have 10,000 boxes in the market containing 50 different species across a whole range of sizes and categories. This is, by definition, highly complex – but at the same time, time is critical. Fish must be fresh.

By 9am the auction is usually finished; the market is completely clear by 11am, with all the fish taken away for processing, packaging and onward selling.

Once clear, the market is immediately washed down ready for the next landings – which start at 12 midday. The market itself is cleaned and washed every day, and deep cleaned every weekend.

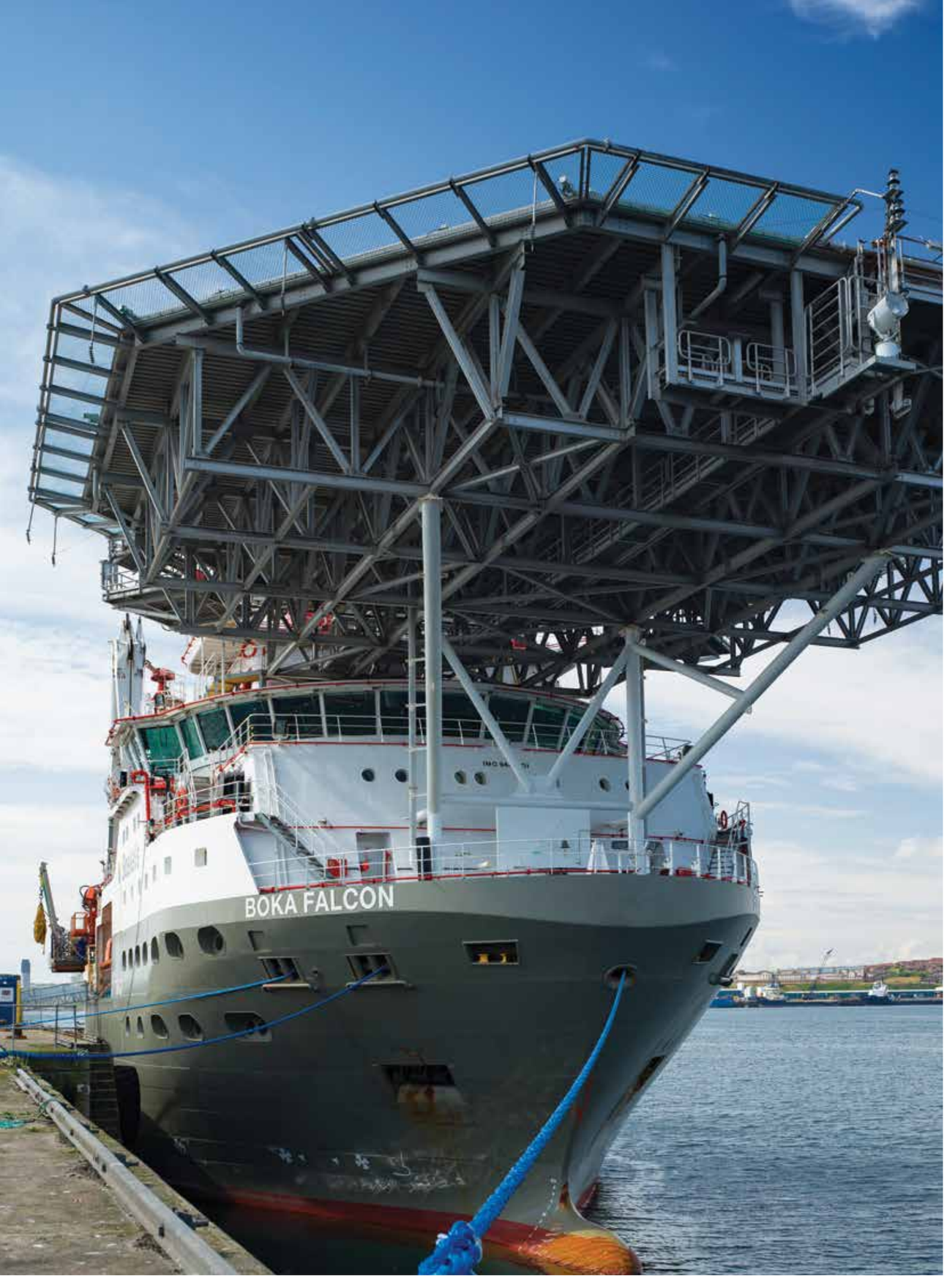
To illustrate the efficiency of the entire operation, fish sold in Peterhead today can be filleted, skinned, etc., and packaged ready to catch the overnight ferry, arriving in mainland Europe tomorrow to be served in the restaurants of Paris or sold in the market in Boulogne. Such is Peterhead's reputation and success as a hub, fish also arrives by lorry from across Scotland, Ireland and elsewhere to be sold at the market. This includes fish landed at smaller harbours such as Scrabster, Ullapool, Mallaig, Lochinver, Shetland and Orkney. In 2019 Peterhead saw a 30% increase in the volume of fish transported to market by road.

"Peterhead is becoming the Scottish hub for the whole white fish sector – where we don't necessarily attract all the boats here, but they will land at their traditional places, support that local harbour with their trade and landing but then bring the fish to Peterhead to sell. Because our market attracts much higher prices, it is worth trucking the fish across to here", says Stephen Paterson, Chief Financial Officer.

In another indication of Peterhead's reputation for quality, the market attracts professional buyers acting on behalf of other companies, purchasing fish for processors around Europe.

"This has been a huge success story for Peterhead, creating a lot of jobs and value", says Stephen Paterson. However, a very high proportion of the fish sold is going abroad untouched, which is 'lost added-value potential', he says. "We want to encourage more local added-value and processing. It doesn't make sense to send the whole fish to the Continent – for a start, you are sending a lot of extra weight. Better to fillet it here and do away with that weight before transport".

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



Peterhead's facilities are in demand as much as ever.

Co-operation, collaboration and cost-effectiveness are just some of the ingredients that make Peterhead an ideal offshore hub.

Offshore Expertise and Experience

When it comes to the offshore oil & gas sector, location is everything. As the most easterly deepwater port on the Scottish mainland, Peterhead's important role in supporting the North Sea oil & gas sector was clear from the start.

In the decades since the emergence of the North Sea oil & gas industry in the late 1960s, Peterhead has maintained and built on its position as a key hub in the development, logistics, servicing and maintenance of the offshore oil & gas and subsea sectors.

Its facilities and skills are in demand as much as ever – but today the port has an even broader perspective, as it establishes its reputation as a key hub for decommissioning of oil & gas infrastructure and for supporting the offshore renewable energy industry.

What is the offshore sector looking for? Safety, above all; and then efficiency, cost-effectiveness, easy access, co-operation and collaboration. Peterhead offers all of these in spades, with key players working together to deliver the very specific and high-quality services required by this demanding set of clients.

Peterhead provides deepwater access and berths, with round-the-clock straightforward access and no waiting for tides or locks. There is plenty of space for marshalling equipment and cargo, to store heavy and project cargo, and to carry out operations such as fabrication of spool pieces and other offshore equipment.

Peterhead is also flexible enough to work with the inevitable ups and downs of the oil & gas industry. The oil price downturn in 2014 led to a rebalancing of costs and activities – which has delivered a more sustainable business in the North Sea. Since then, Peterhead has seen activity pick up again, with a rise in the number of new small tie-ins and other investments.

"We still see a long-term future for oil & gas. We recognise that it is a sector under pressure from the environmental lobby but we also see that it is an industry making tremendous efforts not only to reduce its own carbon footprint but also that of the product they are creating", says Stephen Paterson, Peterhead Port Authority Chief Financial Officer. "Yes, there are alternative sources to oil for power generation but there are other areas where oil can't be replaced – here we are talking about the petrochemical and pharmaceutical sectors. We still see a healthy industry here for a generation to come. It is a combination of some new developments happening and some replacement and renewal of infrastructure".

Peterhead is well placed to support fields that are continuing to yield oil for longer than previously expected, as well as decommissioning of infrastructure no longer needed. "We are seeing a slow but steady swing from new developments to decommissioning, although not as quickly as people predicted", says Stephen Paterson.

Meanwhile, much of what has been learned in the oil & gas sector is now being used in the development and support of wind farms and other renewables projects – for example, a deep understanding of seabed conditions, wave patterns, wind and climate.

Some of the oil & gas infrastructure is set for a new life too, with pipelines and equipment likely to play a key role in future carbon capture, use and storage (CCUS) activities.

Peterhead offers modern infrastructure, including long, deep, sheltered quays with extensive laydown space – together with more than 40 years of experience and knowhow.

All of that adds up to consistently smooth and successful operations across logistics, subsea, renewables and oil & gas decommissioning.

Substantial recent investment by the Port Authority has delivered more quayside and more space for this important sector.

In the decades since the emergence of the North Sea oil & gas industry in the 1960s, Peterhead has maintained and built on its position as a key hub

ASCO Base

ASCO, the global integrated materials and logistics management company for the energy industry, opened its Peterhead offshore supply base in 1974. The site remains the world's busiest private offshore support facility, handling 460,000 tonnes of deck cargo and more than 2,000 vessel turnarounds each year.

Strategically located in close proximity to offshore assets in the UK North Sea, it delivers a comprehensive one-stop-shop of logistics and materials services, including cargo, liquid/dry bulk storage and supply, marine gas oil, materials management and operations co-ordination.

ASCO says it continually invests in its Peterhead facility, improving the efficiency of the supply base, leveraging new best-practice Lean 6 Sigma process improvement tools, and implementing technology such as iLMS track and trace to stay at the leading edge of offshore supply base operations.

"This continual service improvement eliminates the risk associated with the management, control and transportation of materials, enhancing materials efficiency across the supply chain and meeting our safety and service delivery obsessions".

The 20-acre site provides mixed laydown, warehousing and office accommodation, in addition to 13 berths with water depths of between six and 14 metres.

Clients supported in Peterhead include Apache, BP, CNOOC, Equinor, EnQuest, Spirit Energy, Serica, INEOS and Fairfield Energy, in addition to a range of drilling, subsea and EPC companies.

ASCO Peterhead Facts & Figures

- Fuel and water are 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 450,000 square feet of warehouses, as well as pipe yards at Dales Industrial Estate – 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.

ASCO Services

Logistics - supply base services, warehousing, fuel, transport & freight, personnel, training and assurance.

Materials - process optimisation, business transformation, inventory optimisation and planning.

Fuel

Marine - vessel/fleet optimisation, marine co-ordination, marine monitoring, chartering, marine technical and assurance.

Waste - integrated waste management, industrial services, bulk waste disposal, NORM, decommissioning, training and compliance.

Headquartered in Aberdeen, Scotland, ASCO operates from over 70 locations worldwide and employs about 1,500 people.

Digitalisation and modernisation are at the heart of its operations at ASCO – the group's innovative processes and systems keep it at the forefront of driving supply chain efficiency.

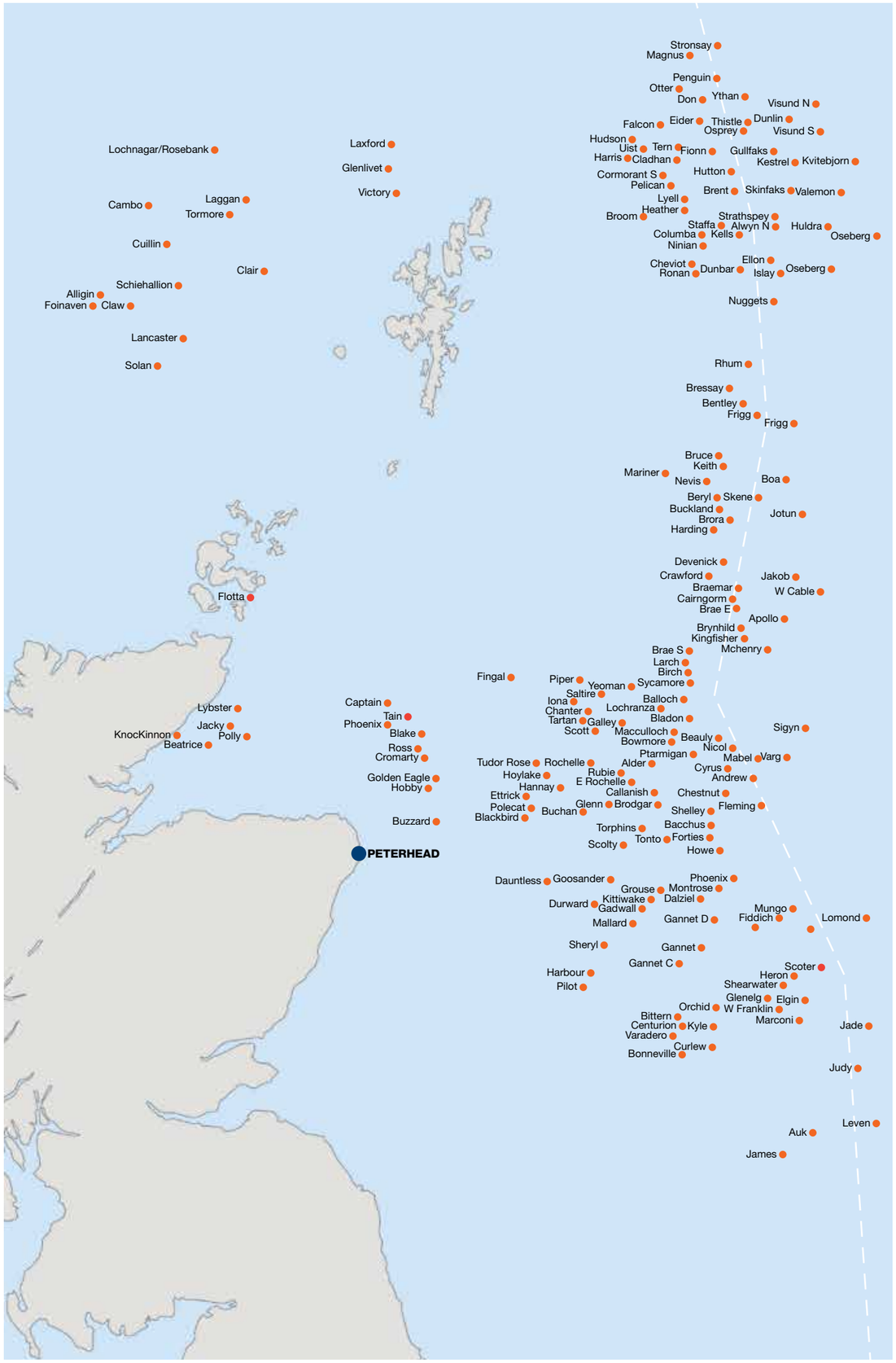
"ASCO offshore supply bases are the hubs through which our customer materials flow. Since the opening of our wholly owned Peterhead supply base in 1974, ASCO has progressed to become the world's leading operator of multi-user energy supply bases offering a fully integrated range of services that are carried out with safety, efficiency, reliability and transparency as our guiding principles", says ASCO spokesperson.

CNOOC Petroleum Europe

In February 2020, CNOOC Petroleum Europe awarded ASCO a five-year extension, with options for a further six years, to support all of the operator's North Sea assets.

The contract, worth in excess of £100 million, will see ASCO continue to provide a fully managed and integrated logistics, materials management, waste and marine gas oil supply service. ASCO has supported CNOOC Petroleum Europe's assets since 2006. The service will be predominantly delivered from ASCO's Peterhead supply base.

Peterhead offers many attractions for businesses.



NorSea

NorSea Group, a leading supplier of integrated logistics solutions to the oil & gas industry, entered the UK market in 2014. Since then, NorSea has reported steady growth and expanded its footprint to include additional berthing, quayside and laydown areas. The entire shore base is managed from a recently developed logistics centre situated on Merchants Quay.

NorSea UK first operated at Smith Quay, an all-weather deepwater berth created in a £31.5 million development project by Peterhead Port Authority. Four years later, in November 2018, the operator expanded its site to include Merchants Quay, vacated by PPA after the demolition of the old fish market.

"This expansion increased our capacity in terms of the number of berths, quay-side working areas and storage", says Karen Russell, UK Country Manager for NorSea UK. "Not only are we now able to accommodate more vessels, we have also benefited from the major land reclamation at Smith Quay, which provides another 30,000 square metres of storage space.

"Our shore base now extends to over 60,000 square metres and nearly 300 metres of berthing. We have also been able to move our offices into a new logistics centre, provided by redeveloping the old museum building".

NorSea has invested heavily in its Peterhead base, including spending

NorSea UK first operated at Smith Quay, an all-weather deepwater berth created in a £31.5million development project by Peterhead Port Authority. Four years later they expanded their site to take in Merchants Quay, vacated by PPA after demolition of the old fish market

NorSea group activity at Smith Quay.

"Why do customers choose Peterhead? It's all about location and service. The location of the installations our customers are working on, primarily, Central North Sea (CNS) and lower Northern North Sea (NNS) are close to our Peterhead facility...."
Karen Russell, UK Country Manager for NorSea UK

nearly £2 million on two 1,500 cubic metre tanks for marine gas oil, which enables the supply to vessels by pipe or truck. As well as marine fuels, the base provides water, warehousing, craneage, plant and equipment, supports crew changes and provides stevedoring and heavy lift services.

"We offer deepwater, sheltered berthing and our aim is to deliver high-tech, innovative and complete supply chain solutions, tailored to our customers' needs", says Karen Russell. "Why do customers choose Peterhead? It's all about location and service. The location of the installations our customers are working on, primarily, Central North Sea (CNS) and lower Northern North Sea (NNS), are closer to our Peterhead facility, reducing marine transportation costs, and NorSea delivers a consistently high level of service to its customers".

NorSea UK has recently redefined its operations strategy at the base, to focus mainly on providing services to vessels engaged on project-related activities. Its customers represent contractors within the subsea construction and maintenance, decommissioning and renewables sectors, all supporting the UK energy industry.

"We are predominantly working with project and subsea vessels", says Karen Russell. "We are looking to maximise our offering to the clients, providing a wide variety of integrated services. In effect, our aim is to take up more links in the supply chain, offering the customer everything they need when in port".

NorSea UK is focusing particularly strongly on developing skills locally and on transferring skills and knowledge from colleagues across the group through its recent regionalisation with NorSea Denmark. "We work with Global Port Services Scotland and Genesis Personnel, our primary resources suppliers in Peterhead, to ensure we have access to the right skills, competencies, experience and quality of assets", says Karen Russell.

"We work to our strengths and understand when we need to rely on outside experts, so we have alliances with partners to bring in the expertise when required. If a customer needs something different, we will go out of our way to meet their requirements".

The past four years in particular have witnessed some very difficult market conditions within the oil & gas market, she notes. "However, our focus has been and will remain on the delivery of a safe and efficient operation".

NorSea UK Peterhead Facts and Figures:

Smith Quay:
- 160-metre berth capable of berthing vessels up to 165 metres long
- Minimum 10 metres draft
- 3,000 cubic metre MGO storage and distribution facility
- 500 tonne capacity heavy lift pad with capability for skidding items up to 2,500 tonnes
- 16,500 square metres laydown and up to 30,000 square metre hardcore storage area
- Waste Management License

Merchants Quay:
- 135 metre berth, 7.5 metres draft
- New offices and meeting rooms
- Internal storage facility
- 16,000 square metres quayside and laydown area

Reels being lifted onto ship at Merchant's Quay.

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PBP Services

PBP Services (Scotland) Ltd main office is in Fraserburgh and have been providing services in Peterhead and surrounding area's for over 50 years. They employ around 40 people although this rises to 60 or 70 in the busy season.

PBP Services was set up in 1968 by Patsy Bruce and are still a family run firm.

PBP Services provide blast cleaning, surface preparation and finishing services, specialising in all types of protective coating applications as well as safety deck and flooring resin systems specific to the marine, industrial, commercial and residential markets.

In the early days PBP Services was focused entirely on serving the fishing fleet but they diversified around 20 years ago, so today, operations are split 50-50 between fishing and offshore oil & gas vessels and service companies. Being well placed, they also support and provide services to the offshore wind factor as they are close to the location of major wind farms. The company also have a team supporting local fish factories as well as, engineers, workshops and the wider local community carrying out multi-disciplined tasks.

PBP Services have a store and equipment within the port, outside and inside facilities and regularly use the port's ship lift and ship hall.

In the early days PBP Services was focused entirely on serving the fishing fleet but they diversified around 20 years ago, so today, operations are split 50-50 between fishing and offshore oil & gas vessels and service companies.

Green Power Support

Peterhead is providing the base for the world's first floating wind farm.

The skills, the space and the supply chain – all that has been built up in Peterhead in support of the North Sea oil & gas industry is being readily translated across to the new opportunities in offshore renewables.

The UK's first offshore wind farms were built in the 2000s, and Peterhead is well placed to play its part in supporting developments and providing O&M (operations and maintenance) services.

Peterhead is providing the base for Equinor's Hywind project – the world's first floating wind farm, which is just off Peterhead.

"Most wind turbines today are fixed to the seabed in waters less than 60 metres deep – but the next generation of offshore wind turbines are being designed to float further out to sea, where winds are stronger, but the water depths make bottom-fixed designs uneconomic", says Equinor.

Hywind is based on a spar buoy design and its great stability is provided by gravity. The floating wind turbines are moored to the seabed with multiple mooring lines and anchors, in much the same way that a floating oil platform is moored, says the operator.

Crew transfer vessels serving Hywind have a permanent location in Peterhead harbour, where personnel and workshops are also located at ASCO's base.

Peterhead also handled the foundation pieces for the Aberdeen offshore wind farm, which was installed in 2019.

"We have also handled a number of shipments of turbine components for onshore wind farms – we are expecting more of these in 2020 and beyond", says Chief Financial Officer Stephen Paterson.

Renewables in Operation

Peterhead Port Authority is working hard to reduce its carbon footprint and step up its green credentials.

- The new fish market has solar panels on the roof.
- The port already secures 80% of its power from renewable sources, and it is steadily transitioning across to 100%.
- Fishing boats plug into onshore power, which is provided on a renewable energy basis.
- The Port Authority is carrying out feasibility studies looking at the potential for installing wave energy devices in the port.
- The port also supplies onshore developments. A giant transformer destined for the new onshore substation supporting the 950MW Moray East offshore wind farm was shipped into Peterhead in October 2019. Measuring almost 12 metres long and weighing 260 tonnes, the transformer was moved by heavy lift specialist Allelys. After unloading at the port, it was transported 35 miles by road, in a 70-metre convoy complete with police escort.

Wind turbine foundations being loaded at Port of Peterhead.

The ACT Acorn project has been recognised as a European Project of Common Interest.

Carbon Capture Ahead

The Port of Peterhead has been named as the ideal UK-wide hub to facilitate a carbon capture and storage (CCS) boom in the north of Scotland.

A report by the ACT Acorn CCS project has singled out Peterhead's deepwater port as the key location for the transfer of 16 million tonnes of CO_2, thanks to its location close to existing North Sea pipelines and infrastructure. The CO_2 could come from industrial hubs around the UK and also from mainland Europe.

The ACT Acorn project, recognised as a European Project of Common Interest, has eight European partners and is led by Aberdeenshire company Pale Blue Dot, a specialist in carbon capture, utilisation and storage.

It has received funding from the UK Government's Department for Business, Energy and Industrial Strategy, the Research Council of Norway and the Netherlands Enterprise Agency, with co-funding by the European Commission under the Accelerating CCS Technology (ACT) programme.

Studies were completed in 2019, and the project is working towards a demonstrator in 2021.

The first phase would involve capturing CO_2 directly from St Fergus Gas Terminal, sending it offshore via existing pipelines due for decommissioning, and storing it in sites under the North Sea. Further ahead, the project is looking at the potential for hydrogen manufacture at St Fergus as a way of 'decarbonising' gas.

In a subsequent phase, ACT Acorn has set out plans for importing CO_2 by ship and transferring it by pipeline via Peterhead Power Station to St Fergus.

Peterhead Port has plenty of capacity for the import quantities of CO_2 envisaged for the early build out phases of Acorn CCS, says the project report. A fleet of three or four tankers of 30,000 to 50,000 DWT (equivalent to 24,000 to 40,000 tonnes CO_2) would be required to service routes from CO_2 export hubs within the North Sea area.

The ships carrying CO_2 could come from the UK or across the North Sea, says Steve Murphy, finance director of Pale Blue Dot. "Access to the port could provide an integrated CO_2 transport and storage service", he says. "Within 50 kms of pipeline, there is 40-50% of the UK's storage resource. We are talking about a great geographical asset in terms of storage, pipelines and port infrastructure".

Peterhead was also one of the founder members of NECCUS – an alliance of industry and government formed to develop a framework for the deployment of carbon capture to industrial sites around Scotland. The project will also enable hydrogen to be used as a source of clean energy. Together, these techniques are essential components of Scotland's journey to carbon net zero by 2045.

A report by the ACT Acorn CCS project has singled out Peterhead's deepwater port as the key location for the transfer of 16 million tonnes of CO_2, thanks to its location close to existing North Sea pipelines and infrastructure

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NIRAS Group

The consultancy firm NIRAS Group UK has a long history of providing planning and engineering services at the Port of Peterhead.

During the 1990s, NIRAS carried out detailed design and construction supervision of the Princess Royal Jetty and a new breakwater for the marina. This included studies into possible measures for reducing wave activity in Peterhead Bay, followed by navigation simulation studies and physical model testing of the harbour.

NIRAS says that the design and build of Smith Quay in Peterhead, opened in 2011, was one of its proudest port projects in Scotland. The facility was built to provide 120 metres of new quay, including heavy lift capability to serve both cargo and pelagic vessel traffic, and an extension was built to the Sir Albert Quay breakwater, after extensive numerical and physical modelling, to allow the berth to be used in all weather. NIRAS received a design commendation from the Saltire Society for the project's innovative design.

NIRAS's environmental teams have provided Environmental Impact Assessments and other services to the port over the years, including some support to the major harbour reconstruction and deepening project completed in 2018.

Peterhead Port Authority, recognising the importance of the breakwaters in protecting the harbour from the full force of the North Sea, is committed to closely monitoring these structures.

For more than 25 years, NIRAS has also been providing assessment and recommendations on Peterhead's vital breakwaters by gathering information using the latest technology. Dive surveys have been replaced or supplemented with high-resolution multibeam echo sounders and laser scanning.

Since 2000, digital asset surveys have been conducted approximately every three to four years, or following any major storm incident or visible damage. In 2020, NIRAS resurveyed the breakwaters to ensure that the blockwork, foundations and moundprotection – vital to the structural integrity of these critical assets – remain serviceable and functional.

Jamie Christie, NIRAS UK maritime director, says: "It's reassuring to work with a port authority which value its assets and is committed to the input of engineers in the proactive construction, monitoring and maintenance process. This approach demonstrates a commitment to provide shipping and related industries with the best facilities possible – and at NIRAS, we are delighted to be a part of this process".

NIRAS says that the design and build of Smith Quay in Peterhead, opened in 2011, was one of its proudest port pojects in Scotland

Cruise Attractions

There is also time for leisure at the Port of Peterhead.

Cruise lines and their passengers are looking for new, exciting and unusual destinations. Peterhead, known for its fishing and oil & gas activities, might not seem the obvious choice – but in fact, the port is perfectly located for some fantastic visitor attractions.

The more unusual excursion destinations on offer include Peterhead's former category one prison and its museum – this has become a really popular tourist destination, with cruise lines offering organised tours as well as shuttle buses.

The brand new fish market has also become a popular attraction – cruise passengers and others like to visit the market and see a sale taking place.

Aberdeenshire has a wealth of historic houses, castles, parks, gardens, distilleries and museums within easy reach. Other highlights include an Aberdeen city tour, the Scottish Lighthouse Museum in Fraserburgh, and a number of golf courses in the area.

While it was difficult to accommodate cruise vessels during the major harbour development project, 2019 saw eight cruise ships call into Peterhead.

"We have increased the possibilities for cruise ships to berth here and are encouraging them to choose Peterhead", says John Forman, Harbour Master.

The three-masted schooner *Sea Cloud* called into Peterhead four times in 2019, and another caller was the *Sea Breeze*, on a cycling cruise itinerary.

Peterhead Bay Marina

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.

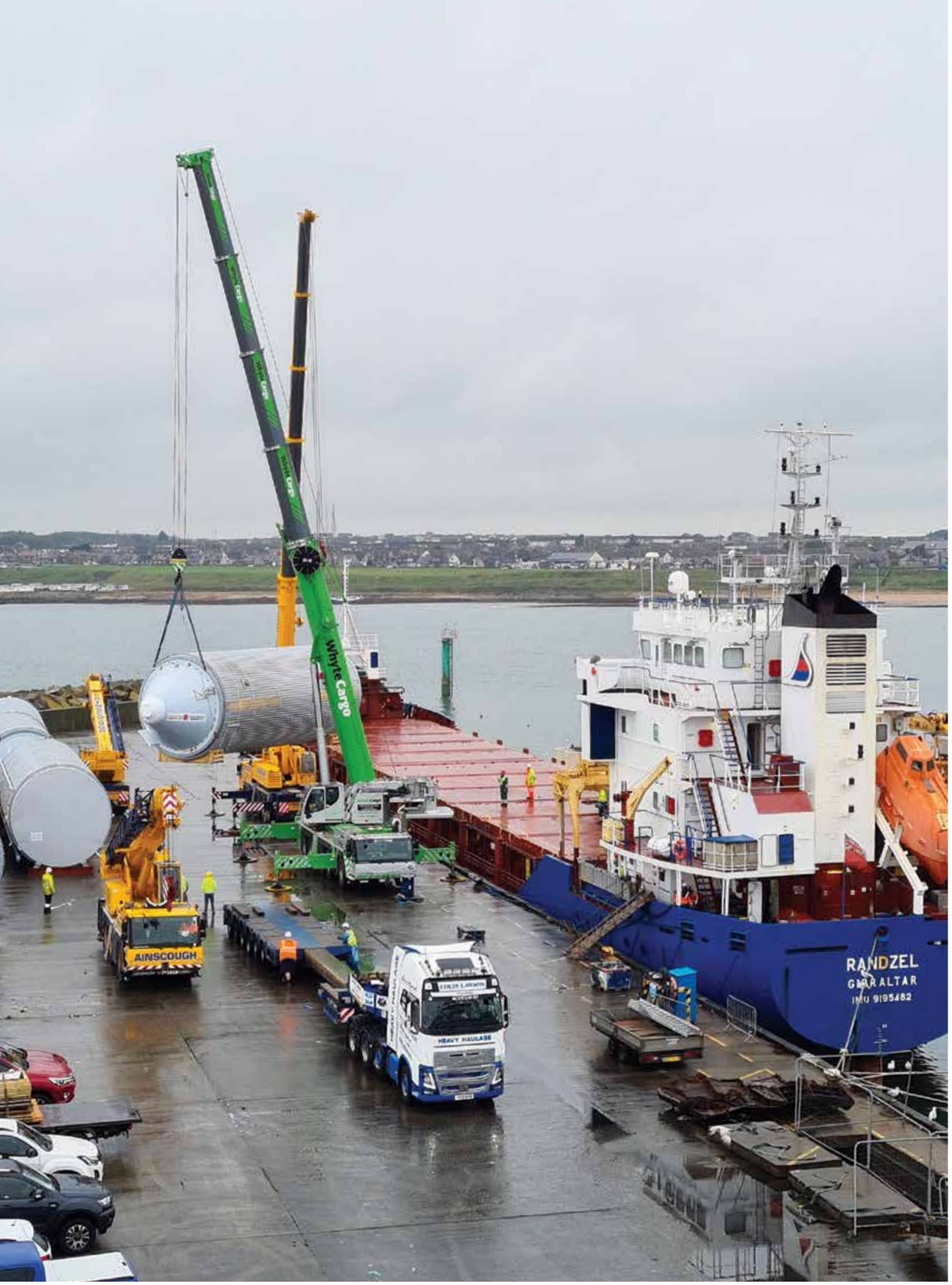
The marina typically attracted more than 1,000 overnight visitor stays a year. A good number of these people use Peterhead as an ideal stopover on their way to and from Scandinavia; the marina is also used by vessels heading for the Caledonian Canal and the popular sailing areas off the West Coast of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

The operation of this popular facility ties in with Peterhead's status as a Trust Port – those using the marina would usually bring business into the town and surrounding area, whether exploring local attractions, shopping for food and supplies, using taxis and other service providers, or visiting cafes and restaurants.

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. Showers, toilets and changing facilities and wifi are provided in the marina's service building, while diesel, gas, chandlery and repair services are all available.

Peterhead Marina is a haven for leisure activities.



Unloading Tanks at Albert Quay.

Pilotage and Vessel Traffic Services are co-ordinated from the Port Control Centre, around the clock.

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. These include ensuring and promoting safe and efficient navigation. Within that remit falls security, environmental protection, and co-ordinating and balancing the needs of a wide range of port users, including offshore supply vessels, trawlers, project cargo vessels, general cargo ships, cruise ships and private leisure craft.

Whether it's commercial shipping on a tight schedule, trawlers landing fish around the clock, offshore operators requiring a rapid turnaround or cruise ships with carefully timed itineraries, all port callers depend on an efficient, effective and reliable port service.

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

All traffic, even small boats, must report into VTS. Peterhead is a busy port, with over 8,000 commercial vessel movements and 7,000 fishing boat movements each year. Balancing and accommodating the various needs of hardworking vessels requires careful co-ordination by VTS, says Peterhead Port Authority, Harbour Master, John Forman.

"We have a team of six VTS operators, all with MCA approved certification which is refreshed and updated every three years. VTS provides 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 in-depth, 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.

The Port Authority keeps a close eye on changes in the market and in what the various industries need. "A good example is the difference between oil & gas and renewables", says John Forman. "Renewables need a lot more quay space and we have planned for that. Equally, we see the oil & gas sector moving towards decommissioning – but it isn't going to happen overnight. It will have to happen over probably a lengthy period. As a port, we will adapt and move in the direction of what is required, always remembering that the local community prospers depending on the amount of traffic we attract into the harbour".

Whether it's commercial shipping on a tight schedule, trawlers landing fish around the clock, offshore operators requiring a rapid turnaround or cruise ships with carefully timed itineraries, all port callers depend on an efficient, effective and reliable port service

"As a Port Authority we have our own standard set of rules and everyone who comes onsite must sign up to these. Our duty is to ensure that activity is carried out safely to protect contractors, employees and the public".
Richard Baird
HSE Officer

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.

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. Richard Baird is tasked with ensuring that every organisation is compliant with safety, security and environmental regulations.

The oil & gas industry is very health and safety conscious, says Baird. "But as a Port Authority we have our own standard set of rules and everyone who comes onsite must sign up to these. Our duty is to ensure that activity is carried out safely to protect contractors, employees and the public".

Peterhead already has the OHSAS 18001 health & safety accreditation; this is now changing to ISO 45001, which brings senior management more closely into the process.

EcoPorts Accreditation
Peterhead remains 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.

"Having EcoPorts accreditation lets people know that we are transparent. It is port-specific and verified by Lloyd's Register every two years – that is a good way of measuring ourselves and keeping us on our toes across marine and shoreside operations", says Baird.

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

- About 80% of the electricity provided to the port is from renewable sources and the strategy is to increase this to 100%. Following this switch in 2018, the port has reduced its carbon footprint by 75%.
- The new fish market has solar panels across its roof.
- The port is steadily changing to LED lighting.
- 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 power provided is from renewable sources wherever possible.
- The provision of LNG bunkering is being discussed.
- A recycling facility provides for the crushing of old oil drums and filters from fishing vessels.
- Bins are provided for waste from vessels, and they are regularly collected by specialist waste disposal contractors.
- Vessels are encouraged to separate recyclable from general waste, and bins have been supplied for this. There has been an excellent response.
- 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.

The Seabourn Quest - Peterhead has become a popular tourist destination.

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Wellbeing

The oil & gas industry is known for its focus on health and safety – and other sectors are catching up, says Richard Baird. "Industries are paying much more attention to the wellbeing of the people working for them. We see more attention to health and safety on fishing vessels, for example".

The wearing of the appropriate Personal Protective Equipment (PPE) is constantly enforced across the port. In the Shiplift area, the wearing of hardhat, high-visibility clothing and safety footwear is required. "We give contractors the 'baseline' required by us and they provide anything extra for specific requirements".

Among its own initiatives, Peterhead Port Authority has introduced mental health awareness sessions for its employees.

Another important organisation in Peterhead is the Fishermen's Mission, which provides a hostel for those working in the fishing industry and practical or emotional support, including sending representatives onboard vessels if needed.

"Industries are paying much more attention to the wellbeing of the people working for them. We see more attention to health and safety on fishing vessels, for example".
Richard Baird
HSE Officer

Peterhead fish market has a reputation for choice and quality.

Peterhead offers easy access by road, rail, air and sea.

Connections, Connections...

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

The newly built Aberdeen Western Peripheral Route, or Aberdeen bypass, part of Transport Scotland's commitment to improving travel in the north-east, has significantly increased local and national connectivity for businesses and slashed journey times south of Peterhead.

In addition, the A90 has been dualled and upgraded along its length between Aberdeen and Ellon, enabling faster, smoother road journeys to and from Peterhead.

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

There are numerous regular scheduled flights linking Aberdeen with London airports, regional UK airports and key European hubs.

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.

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

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 90m
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 4.0m
Berth 8	101		18	2.4	5.9	Yes	Yes	450	beyond knuckle
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 2.0m) Yoko
Berth 13	85		14	3.4	9.5	No	No	4,000	Fenders 8.9m on approach
Berth 15	85		14	3.4	11.0	Yes	Yes	3,000	Approaches to Berth 9.8m
North Base Jetty	100	346°-166°							
Berth 18	122		15	4.4	5.8 (Southern 80)	Yes	Yes	Nil	**4.4m at 85m
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 3.3m) Yoko
Smith Quay	120	089°-269°	40		10.0	Yes	No	50	Dredged to 10m Max LOA 160m
Sir Albert Quay	255	210°-070°			8.8 (Westerly 180) 7.9 (Easterly 67)	Yes Yes	Yes Yes	50 Nil	
East Quay	88	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	135	256°-076°	29	2.4	6.4	Yes	No	Nil	
Finger Jetty INS	60	346°-166°	16	2.4	8.1	Yes	No	Nil	Outside 85m
Mitchells	50		22	1.8	5.2 (Southerly 37)	Yes	No	Nil	Shallows to 3m Northerly 13m

Height in metres is above MWHS
MHWS 3.8m above Chart Datum

A90 TO ABERDEEN
LIDO CAR PARK
SCOTTISH MARITIME ACADEMY
THE LIDO CARAVAN PARK
SAILING CLUB
MARINA BREAKWATER
PETERHEAD BAY MARINA
SLIPWAY
MARINA CAR PARK
BORDER CONTROL POST
BERTH 1
BERTH 2
PRINCESS ROYAL JETTY
Min Water Depth 7.0m
MARINA ADMINISTRATION BUILDING
PRISON MUSEUM
ASCO SOUTH BASE
BERTH 4
BERTH 5
BERTH 6
BERTH 7
BERTH 8
Min Water Depth 6.8m
DREDGED TO 12.5m (1992)
TANKS
BD 1
BD 2
MD No4
MD No1
MD No2
MD No3
Min Water Depth 7.6m
TANKER JETTY
BERTH 10
BERTH 11
BERTH 12
SOUTH BREAKWATER
NORTH BAY PLEASURE
SMITH EMBANKMENT
SMITH QUAY
Min Water Depth 10.0m
Min Water Depth 7.0m
MERCHANTS QUAY
SIR ALBERT QUAY
EAST QUAY
Min Water Depth 7.0m
BERTH 18
NORTH BASE JETTY
Min Water Depth 11.0m
BERTH 13
BERTH 15
NORTH BREAKWATER
SLIPWAY
VOLUM STREET
ALBERT STREET
ALEXANDRA PARADE
ROANHEADS
PORT HENRY PIER
DRYDOCK
SCOTT'S PIER
WEST BOOM JETTY
ALEXANDRA BASIN
GREENHILL FISHMARKET
HARBOUR STREET
WEIGHBRIDGE
HARBOUR OFFICE
LIFTING BRIDGE
SHELTER
NORTH HARBOUR
SOUTH HARBOUR
GREENHILL ROAD
SHIPROW
NORTH HEAD
DENHOLM LUNAR
DENHOLM SEAFOODS
ASCO NORTH BASE
SOUTH HEAD
0mtrs 100mtrs 200mtrs 300mtrs 400mtrs 500mtrs

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

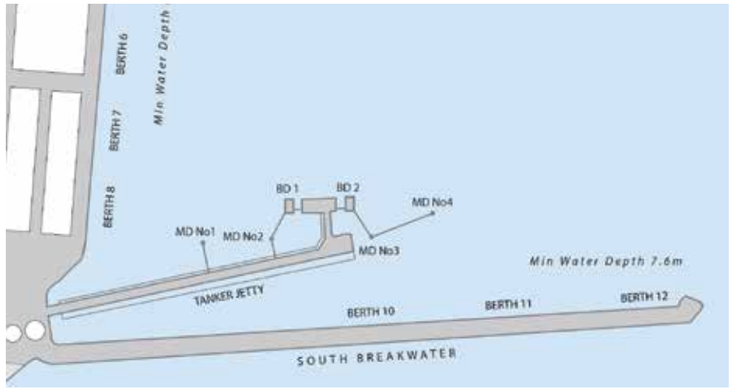
Quay Facts

1

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

Berth 10
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

Berth 11
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

Berth 12
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

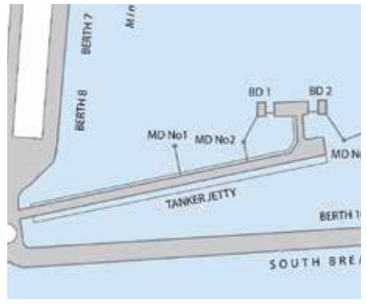
2

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.



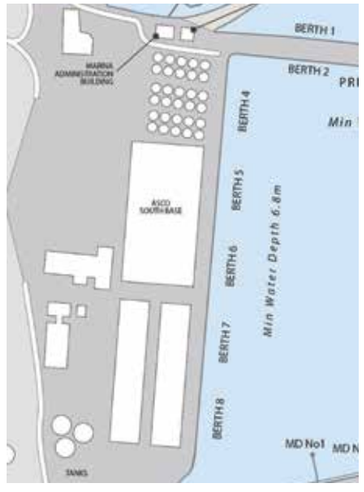
Tanker Jetty
Length
40 metres
Bearing
215°-035°
Maximun vessel size
250 metre length
50,000 DWT
Width
15 metres
Height above MHWS
4.8 metres
Fresh water
Yes
Fuel
No
Explosives
250
Remarks
3 x (6.5 x 3.3 metre) Yokohama Fenders

3

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 & 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

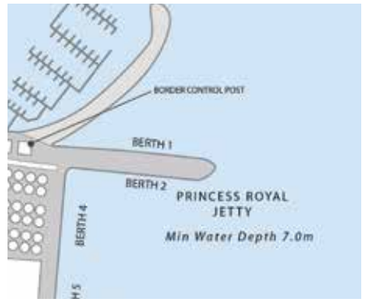
Berth 8
Length
101 metres
Width
18 metres
Height above MHWS
2.4 metres
Least depth below chart datum
5.9 metres
Fresh water
Yes
Fuel
Yes
Explosives
450 Kg
Remarks
Shelves to 4.0 metres beyond the knuckle

4

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 one berth with a depth of up to seven metres, all serviced with fuel and water. Berth 2, 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 Control 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

5

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.

The working area was extended to 43,000 square metres and fuel tanks with quayside bunkering completed in 2018.

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

6

Merchants Quay

Merchants Quay offers a berth length of 140 metres and is a commercial quay operated by NorSea UK Limited.

Merchants Quay
Length
140 metres
Bearing
256°-076°
Width
29 metres
Least depth below chart datum
7.8 metres
Fresh water
Yes
Fuel
No
Explosives
No

Finger Jetty
Length
W side 85 metres
E side 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

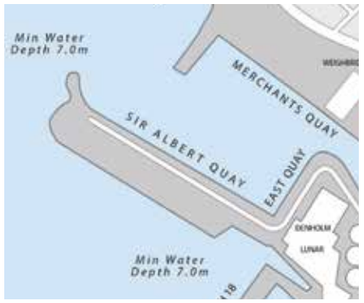
7

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 eight 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
Westerley 180 metres
Fresh water
Yes
Fuel
Yes
Explosives
50 Kg
Easterley least depth below chart datum
7.9 metres
Easterly 75 metres
Fresh water
Yes
Fuel
Yes
Explosives
No

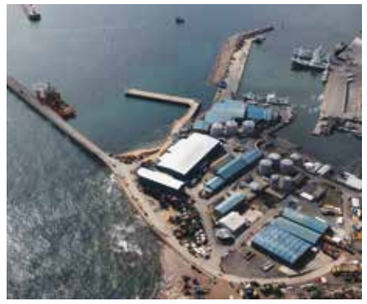
East Quay
Length
88 metres
Bearing
340°-160°
Width
22 metres
Height above MHWS
2.4 metres
Northern least depth below chart datum
6.4 metres
Northern 25 metres
Fresh water
Yes
Fuel
Yes
Explosives
No
Easterley least depth below chart datum
8.3 metres
Easterly 67 metres
Fresh water
No
Fuel
No
Explosives
No

8

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, deepwater 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°

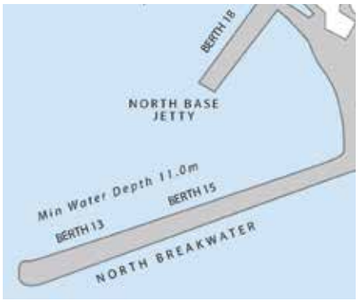
Berth 18
Length
122 metres
Width
15 metres
Least depth below chart datum
5.8 metres
Southern 80 metres
Fresh water
Yes
Fuel
Yes
Explosives
No

9

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°

Berth 13
Length
120 metres
Width
14 metres
Height above MHWS
3.4 metres
Least depth below chart datum
9.5 metres
Fresh water
No
Fuel
No
Explosives
4,000

Berth 15
Length
120 metres
Width
14 metres
Height above MHWS
3.4 metres
Least depth below chart datum
11 metres
Fresh water
Yes
Fuel
Yes
Explosives
3,000

Remarks
3 x (3.3 x 2.0 metre) Yokohama Fenders
8.9 metres on approach
Approaches to berth 9.8 metres

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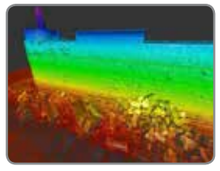

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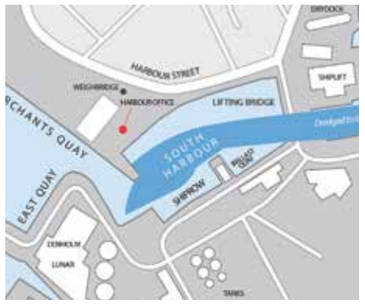
South Harbour

South Harbour is a 350 metre working quay with minimum depth of three 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.

There is a navigation channel 6.2 metres Chart Datum from South Harbour and North 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
Least depth below chart datum
5.2 metres
Southerly 37 metres
Fresh water
Yes
Fuel
No
Explosives
No

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Port Henry

Accessed via North Harbour, Port Henry Harbour offers 740 metres of quay with water depths varying from two to three 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.

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North Harbour

North Harbour is entered from South Harbour through a junction canal (Queenie Bridge) which is spanned by a lifting bridge restricting vessels to a 16.5 metres 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 6.2 metres Chart Datum at the new Fish Market.

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South Harbour Road
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