

ROCK STEADY

The early stages of the
revetment work, showing the
area to be re-appointed

Photo: Ashleigh Contracts Ltd
and McLaughlin & Harvey Ltd

PETERHEAD



PORT AUTHORITY

NEWSLETTER

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New protective barrier proves its worth

Newly-completed works designed to protect Peterhead Fish Market from overtopping proved their worth with the first adverse weather of the winter in late October.

The six-month, £5.5 million project – carried out by main contractor McLaughlin & Harvey with RPS as consultant – involved refurbishing and reinstating a 155m section of the revetment along Alexandra Parade to a height of 10m.

The existing rock armour had been damaged and eroded since it was constructed in the 1980s, resulting in significant overtopping of the seawall.

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Photo: Ashleigh Contracts Ltd and McLaughlin & Harvey Ltd

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Peterhead Port Authority chief executive Simon Brebner said: “The new fish market is a major asset whose infrastructure and operations we wished to protect from overtopping in stormy weather.

“The contractors have done an excellent job on the works within the agreed timeframe in a difficult and exposed location at the north end of the port, and their labours have been a success as we have already seen during very rough conditions.”

Sinéad Henry, RPS project manager, said: “RPS are very pleased to continue our association with Peterhead Port Authority through the successful delivery of the Alexandra Parade Revetment scheme which is a significant addition to the protection of Peterhead Port and in particular the new Peterhead Fish Market building.

“We also extend our thanks to all who have made the completion of this project possible, within programme and in advance of the coming winter period.”

The new revetment construction consisted of:

- ❖ **Excavation of the existing revetment structure (circa 1,500m³ of material excavated), and circa 2,500m³ of existing rock armour relocated to section north of the proposed revetment works;**
- ❖ **Toe trench excavation in the seabed to accommodate precast concrete base units and 10-tonne toe armour;**
- ❖ **Placement of 1-3-tonne infill and underlayer;**
- ❖ **Placement of 14-tonne precast concrete X-block units on the revetment slope;**
- ❖ **Placement of 15-18-tonne and 25-tonne rock armour on the revetment crest.**

A total of just over 25,000 tonnes of rock was imported by barge from Norway and landed at the North Breakwater for deployment.

Photos: Ashleigh Contracts Ltd and McLaughlin & Harvey Ltd





Mixed picture for Peterhead landings in 2021

Fish landings at Peterhead Port for 2021 are set to be broadly in line with those for 2020, although the headline figures conceal a range of different trends.

By the end of October, £156m worth of fish and shellfish (137,229 tonnes) had been landed or consigned to the port, compared to £160m (142,542 tonnes) for the same 10-month period in 2020.

Whitefish landings were down substantially – £71m compared to £83m, 36,668 tonnes compared to 46,541 tonnes – due to cuts in quota, although these figures were ahead of expectations.

By contrast, shellfish landings were more than double the size of those for Jan-Oct 2020 (£16m compared to £7m, and 8,521 tonnes compared to 4,029 tonnes). The total value of shellfish landed for the whole of 2020 was just shy of £9m.

On the pelagic side, £52m worth of mackerel had been landed by 31st October, compared to £56m for the same period of 2020, although this was down to a slow start to the fishery in October.

Herring landed on the quayside was worth almost £13m, ahead of the equivalent for 2020 of less than £12m (21,680 tonnes, compared to 25,203 tonnes).

Stephen Paterson, Peterhead Port Authority chief financial officer, said: “It has been a particularly challenging year for the whitefish fleet following a far from optimal Brexit settlement and quota cuts.

“With negotiations on next year’s quotas underway, the situation for 2022 is still unclear. Some species will be subject to further cuts, but this may be offset by improved opportunities for international quota swaps.

“Shellfish landings for 2021 have been particularly strong, marking a rebound from the initial period of the Covid-19 pandemic in 2020, when the sector was effectively closed down due to the closure of overseas markets and domestic outlets.

“The mackerel season in October was slow to get going, but the figures for November will drive up the value and tonnage for the year.

“With our British Retail Consortium AA rating at Peterhead Fish Market, plus Marine Stewardship Council (MSC) and Responsible Fishing Port status, we continue to offer a great value proposition to seafood businesses looking to get their fabulous produce to customers in the best condition possible.”



Green sweep

Peterhead Port Authority's commitment to reducing its own carbon footprint has been underlined with the purchase of a fully electric road sweeper that will save around 40 tonnes of CO₂ on its diesel predecessor.

It is one of the first vehicles of its kind to be deployed at a UK port and is being used to keep the quays, harbour roads, pavements and surroundings clean and tidy.

The Maxvac Electra 2.0 Neo electric sweeper was purchased along with an all-electric Volkswagen utility van for the port with funding from Marine Scotland's Maritime Fisheries Fund.

PPA chief executive Simon Brebner said: "We were delighted to be granted funds to move ahead with our strategic drive and are blazing a trail on green travel, reducing our emissions with the first all-electric road sweeper in a UK port, and the all-electric utility van which is being used for transporting berthing crews and carrying out security patrols around the port, further reducing the carbon footprint.

"This greening of our energy use is a very visible part of a long-term strategic drive that began with powering 80% of the port's electricity requirements through the sourcing of biomass renewable energy and installing solar panels on the new fishmarket building. We will continue with a series of innovations and adaptations."

Fishmarket foreman Peter Thain, who marked 25 years with PPA, and fisheries manager Peter Duncan.

CCS project alive and kicking

The Scottish Cluster, of which Peterhead Port Authority is a partner, is continuing to push strongly for the development of the Acorn Project which is based at the St Fergus gas terminal and aims to capture and store carbon dioxide in disused North Sea fields.

It follows the decision by the Department of Business, Energy and Industrial Strategy (BEIS) to grant the project “reserve” status while two clusters in England were given so-called Track 1 status.

Nick Cooper, CEO of Storegga, on behalf of the Scottish Cluster, said: “Whilst we are disappointed with the outcome of the sequencing bid, we remain convinced of the potential and significant advantages of the Scottish Cluster and are committed to the development of CCS to support decarbonisation of UK industry and power.

“We have been very clear that all of the current clusters need to be operating to meet UK net zero targets and will be seeking support to progress as soon as possible. The Scottish Cluster has been selected as a reserve project and we will continue engaging with Government to progress its development and planning. The Acorn Project will play a significant role in achieving UK Net Zero and will be developed.”



25 years' service

Peter Thain, foreman at Peterhead Fish Market, and administrator Gillian Gunn recently celebrated 25 years with the port.



Meanwhile, Colin Beaton has joined as finance manager in place of Melanie Smith, who is moving on after seven years.

Colin had previously worked in asset management roles with Legal and General and Aberdeen Asset Management in Aberdeen.

A qualified chartered accountant, he has over 30 years' experience in financial roles. He lives in Banff with his wife Jacqueline and two daughters.