



Tarbert Ferry Terminal Upgrade Pre-Application Consultation Report



Contents

1	Introduction	1
2	The Proposal	1
3	Consenting Requirements	2
3.1	Marine Licence.....	2
3.2	Marine Pre-Application Consultation.....	2
3.3	Harbour Revision Order	2
4	Engagement Strategy	2
4.1	Engagement Principles.....	2
4.2	Engagement Objectives	3
4.3	Engagement Definitions	3
4.4	Stages of Engagement	3
4.5	Engagement Considerations	4
4.6	Stakeholder Engagement Tools Utilised	4
4.6.1	Statutory Consultee Engagement	4
4.6.2	Steering Group Meetings.....	4
4.6.3	Public Meeting	5
4.6.4	Public Events	5
4.6.5	Website	5
4.6.6	Local Media	5
4.6.7	Letters.....	6
4.6.8	Newsletters.....	6
4.6.9	Questionnaires	6
4.6.10	Question and Answers	7
4.6.11	Ferry Terminal.....	7
5	PAC Events.....	7
5.1	Exhibition 1	7
5.2	Exhibition 2	7
5.3	Meeting.....	7
5.4	Exhibition 3	8
6	Information Provided at the PAC Events	8

6.1	Quality of information provided.....	8
7	Information Received at the PAC Events.....	9
7.1	Attendance and Demographic	9
7.2	Sunday Working	10
7.3	Interests.....	11
7.4	Ferry Usage.....	11
7.5	Questionnaire Free Text Responses.....	12
8	Consideration of Comments Received during the PAC Process.....	12
9	Evaluation of PAC Events.....	13
9.1	Transparency and Integrity	13
9.2	Co-Ordination.....	14
9.3	Information	15
9.4	Appropriateness.....	15
9.5	Responsiveness	16
9.6	Inclusiveness.....	16
9.7	Monitoring and Evaluating	17
9.8	Learning and Sharing.....	18
9.9	SP=EED Assessment.....	18
10	Conclusion	18
11	Glossary	19
12	References	19
	Appendix 1: An Overview of SP=EED.....	20
	Appendix 2: Newspaper Advert Text	
	Appendix 3: Example Consultee Letter	
	Appendix 4: Newsletter.....	
	Appendix 5: Questionnaires	
	Appendix 6: Exhibition 1 - Display Boards.....	
	Appendix 7: Exhibition 1 - Tarbert Summary Paper	
	Appendix 8: Exhibition 1 - Presentation	
	Appendix 9: Exhibition 2 – Questionnaire.....	
	Appendix 10: Exhibition 2 – Display Boards.....	

Appendix 11: Meeting – Presentation	
Appendix 12: Exhibition 3 - Questionnaire	
Appendix 13: Exhibition 3 – Display Boards	
Appendix 14: Questions and Answers	

1 Introduction

This Pre-application Consultation (PAC) report lays out the public and stakeholder engagement carried out to support the marine licence application for the Tarbert ferry terminal upgrade planned by Caledonian Marine Assets Ltd (CMAL) and the associated Harbour Revision Order (HRO). CMAL owns the Tarbert ferry terminal and is the Harbour Authority. The purpose of this report is to capture, analyse and review the output of the consultation undertaken with the local community in relation to the proposed development.

This report provides a brief description of the development, and the legislative requirements that both the development itself, and the consultation process, must satisfy. Before describing the consultation undertaken in detail and discussing the outputs of the engagement process, an evaluation of the overall process in terms of its effectiveness against the Planning Aid for Scotland's SP=EED framework (Scottish Planning = Effective Engagement and Delivery) is also provided.

The report has been completed by Affric in consultation with CMAL, but the views expressed, and conclusions reached are those of the respondents completing the project questionnaire and do not necessarily represent the views of Affric or CMAL.

In preparing this document Affric, in consultation with CMAL, has made every effort to ensure that the content is accurate, up-to-date and complete. In doing so, we make no warranty as to the accuracy or completeness of material supplied by those taking part in the consultation.

The PAC Report Form has been completed in line with legislation. The details with regard to Questions 1, 4, 5, 6, 7 and 8 of the form are provided within this document to allow a comprehensive response to be provided.

2 The Proposal

Tarbert is located on the south-east coast of the Isle of Harris and has a grid reference centre point of NG 1577 9985 (Drawing 49.2.1). The ferries that utilise this terminal provide the shortest link between Harris and Uig on Skye which has road links to the Scottish Mainland. The harbour is situated to the south of the main village. Tarbert falls within the administrative area of the Comhairle nan Eilean Siar (CnES).

The Tarbert ferry terminal upgrades include the following components:

- Pier demolition, reconstruction, extension, fender and furniture installation;
- Demolition of the existing terminal building;
- Construction of new terminal building;
- Dredging works within East Loch Tarbert to facilitate construction works and vessel manoeuvres;
- Extension of marshalling and carpark area through land reclamation; and
- Temporary construction arrangements including a temporary terminal building and berthing arrangements.

CMAL are also applying for a HRO to extend the existing harbour limits from the current area of 46.22 hectares (ha) (45.7ha marine and 0.52ha terrestrial) to include an additional 152.92ha (152.8ha within the marine element and 0.12ha within the terrestrial environment). The proposed extended Harbour Area is shown in Drawings 49.2.2 and 49.2.3.

Further project detail is provided in the Tarbert Ferry Terminal Upgrade – Environmental Impact Assessment Report (EIAR) (Affric Limited, 2019)

3 Consenting Requirements

3.1 Marine Licence

As per Part 4, Section 21 of the Marine (Scotland) Act 2010, various activities require a Marine Licence issued by the Marine Scotland Licensing Operations Team. Construction and a capital dredge and disposal marine licences are being sought for the project.

The screening request opinion received from Marine Scotland on the 20th of September 2017, under the Marine Works (EIA) Regulations 2017, required the submission of an EIAR to support the application for a Marine Licence.

3.2 Marine Pre-Application Consultation

The Marine Licensing (PAC) (Scotland) Regulations 2013 prescribe the marine licensable activities that are subject to PAC and, in combination with the Marine (Scotland) Act 2010, set out the nature of the pre-application process. The Tarbert Ferry Terminal falls within regulation 4(d) as a construction activity within the marine area that exceeds 1000m² and therefore the project is required to go through the PAC process. Consultation was carried out to meet the requirements of the Marine Licensing (PAC) (Scotland) Regulations 2013. This report has been developed in line with Section 8 of the Marine Licensing (PAC) (Scotland) Regulations 2013 and Section 24(1) of the Marine (Scotland) Act 2010.

3.3 Harbour Revision Order

A Harbour Revision Order (HRO) is being applied for from Transport Scotland, in line with the Harbours Act 1964 (as amended), to extend the harbour limits defined in the Lochmaddy and East Loch Tarbert (Improvement of Piers &c.) Confirmation Act 1984 ('1984 Order'). Works above the Mean Low Water Spring (MLWS) will be consented via existing powers under the East Loch Tarbert Pier Order 1873 ('1873 Order'), the 1984 Order and through the HRO application process. The Harbours Act 1964 (as amended) requires the HRO submission to be supported by an EIAR.

4 Engagement Strategy

4.1 Engagement Principles

The consultation and engagement strategy is founded on sound principles and best practice drawn from the organisations professional experience as well as Planning Aid for Scotland's SP=EED framework (Scottish Planning = Effective Engagement and Delivery – A Practical Guide to Better Engagement in Planning in Scotland, 2011). Further information with regard to SP=EED is provided in Appendix 1.

4.2 Engagement Objectives

CMAL's aim has been to work with all stakeholders (organisations, individuals and the local community) who have an interest in the project, whether as a result of their activities or their location. This will enable the development to benefit from the considerable experience of the stakeholders and will allow the project to develop with the involvement of stakeholders upon whom it will ultimately impact. The consultation process started in the pre-application scoping phase of the development and has continued as the design and EIAR have progressed.

The objectives in relation to the engagement process can be summarised as follows:

- To engage with stakeholders (organisations, individuals, and the local community) who either have an interest in the project or have the potential to be directly affected by the proposed project;
- To ensure that stakeholders gain a suitable understanding of the proposals;
- To understand stakeholders' concerns and issues, to allow them to be taken account of in the development of the project;
- To provide information about the potential environmental issues and proposed mitigation identified to reduce and manage them;
- To inform the EIAR production to ensure specific issues and concerns raised are appropriate considered, assessed and mitigation identified where appropriate;
- To fulfil marine licencing obligations; and
- To achieve best practice in engagement (including applying Planning Aid for Scotland's SP=EED criteria, aiming for level 2).

4.3 Engagement Definitions

Stakeholder engagement comprises two main elements; communication and consultation. These terms can be defined as follows:

- Communication: Keeping stakeholders fully informed on the progress of the development and educating them about the relevant processes involved and the project itself so that they can make informed decisions regarding the proposal. This is typically a one-way process.
- Consultation: Providing information/options and discussing these with stakeholders, thereby giving them the opportunity to influence the design of the development. This is an interactive and iterative process which involves listening and being responsive.
- Engagement: A combination of communication and consultation.

4.4 Stages of Engagement

It is proposed that the engagement activities will take place at key milestones during the project's development and will follow the established pattern outlined below:

- Identify: identification of stakeholders;
- Communicate: provide appropriate information to stakeholders;
- Consult: discussing issues which influence the final design of the development;
- Record: throughout the engagement, views and opinions have been systematically captured.

4.5 Engagement Considerations

The Tarbert ferry terminal upgrade is part of wider project. The new ferry planned to service the Skye Triangle (Uig-Tarbert and Uig-Lochmaddy) ferry routes requires upgrades to all three ferry terminals. Stakeholders from Tarbert who utilise the ferry will also pass through Uig ferry terminal and as such may be interested in that development as well as the new ferry itself. The consultation events were held on consecutive days to allow information for all three ferry terminals to be available along with appropriate representatives from the three terminal projects. Although the consultation focused on the ferry terminal upgrade, information regarding the new vessel was available, as it was inevitable that stakeholders would be interested in the design of the new ferry and the progress of its construction.

4.6 Stakeholder Engagement Tools Utilised

4.6.1 Statutory Consultee Engagement

As part of the EIA process formal and informal consultation has been completed.

A formal scoping request was submitted to Transport Scotland and Marine Scotland under paragraph 2 of Section 6 of Schedule 3 of the Harbours Act 1964 (as amended) and Regulation 14 of the Marine Works (EIA) Regulations 2017 on the 24th of October 2017. A scoping response was received from Marine Scotland on the 20th of December 2017.

The main points made in the scoping opinion have been identified and considered in the production of the EIAR; a scoping summary table is provided in Volume 3, Appendix C.1 of the EIAR. The scoping summary table also details how each point has been addressed and directs the reader to the relevant sections of the EIAR (Affric Limited, 2019).

In the scoping response CnES requested that landscape, seascape and visual impacts were considered as part of the EIAR. There was additional dialogue with CnES to agree the viewpoints to be utilised for the assessment and production of photomontages. There were minor clarifications regarding the marine licencing process also discussed with Marine Scotland.

4.6.2 Steering Group Meetings

A Steering Group for the overall Skye Triangle project (comprising the construction of the ferry and the infrastructure works at all three harbours) meets regularly to discuss the project and its progress. The Steering Group is made up of representatives of the following organisations:

- Transport Scotland – the main funders of the projects;
- CMAL – Owners and Harbour Authority of Tarbert ferry terminal;
- CnES – Owners and Harbour Authority of Lochmaddy ferry terminal;
- Highland Council – Owners and Harbour Authority of Uig ferry terminal; and
- CalMac Ferries Limited (CFL) – Operators of the ferries.

From time to time others are invited to attend these meetings. This has included representatives from Marine Scotland Licensing Operation Team and Transport Scotland representatives from the department that manages Harbour Revision Orders.

4.6.3 Public Meeting

Prior to the formal PAC process commencing there was a public meeting held on the 4th April 2017 at 7pm in the Harris Hotel, Tarbert. The meeting was advertised in the West Highland Free Press and Stornoway Gazette on the 23rd March, and in Am Paipear on the 30th March. The advert text is included in Appendix 2.

Information on the new dual fuel ferry and the Skye triangle project was presented by CMAL, followed by a question and answer section. Representatives from CnES, CFL and Transport Scotland were in attendance.

4.6.4 Public Events

The main events to meet the PAC regulatory requirements took the form of a public exhibition. This approach was taken as it allows members of the public to view information about the project, read it at their leisure in a relaxed environment, and ask questions on a 'one to one' basis. This avoids the issue of having to have the confidence to stand-up and ask a question in front of neighbours and peers as is the case at a public meeting. It also allows responses to be tailored to the consultees needs, in terms of specific information provided, and the level of technical detail given. Exhibitions allow for two-way engagement as opposed to a simple question and answer scenario. There were three public exhibitions held in Tarbert.

In addition, there was a public meeting specifically to discuss the Harbour Revision Order. This took the form of a presentation followed by a question and answer session.

The details of the locations, times and dates of the events are provided in Table 4.1.

Table 4.1: Public Event Details

Event	Location	Date	Time
Exhibition 1	Harris Hotel, Tarbert	5/9/2017	4pm to 7pm
Exhibition 2	Harris Hotel, Tarbert	27/2/18	4pm to 7.30pm
Meeting	Harris Hotel, Tarbert	27/6/18	4pm to 5pm 7pm to 8pm
Exhibition 3	Tarbert Community Centre, Tarbert	11/9/18	4pm to 7pm

4.6.5 Website

CMAL have a dedicated website: <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/> where they have posted regular updates on the project. This has included advertising events, copies of consultation material provided at the consultation events, electronic versions of questionnaires, and stakeholder Q&A where responses to questions raised by stakeholders are provided.

4.6.6 Local Media

Newspapers have been utilised to advertise the consultation events. As the events for each ferry terminal have been held on consecutive days, one advert has been utilised to publish all 3 events. This has had the benefit of it being included in multiple publications, increasing the chance of it being noticed. Table 4.2 details the papers and dates of the adverts posted. Copies of the text utilised in the various adverts is provided in Appendix 2.

Paper	Event			
	Exhibition 1	Exhibition 2	Meeting	Exhibition 3
West Highland Free Press	20/7/17	11/1/18	14/6/18	30/8/18
Stornoway Gazette	20/7/17	11/1/18	14/6/18	30/8/18
Hebrides News Online Advert		w/c 8/1/18 and w/c 15/1/18	w/c 11/6/18 w/c 18/6/18	w/c 27/8/18 w/c 3/9/18
Press and Journal		11/1/18	14/6/18	30/8/18
Am Paipear		8/2/18		6/9/18

Note the first two exhibitions were publicised six weeks in advance of the events, as required by the Marine PAC Scotland Regulations 2013. The later events were advertised closer to the event as it was deemed a more effective way informing members of the community and the likelihood of them attending.

Prior to each event press releases were submitted to all of the papers, see Appendix 2.

4.6.7 Letters

Letters were sent to the following consultees six weeks prior to the first two public exhibition:

- Commissioners of Northern Lighthouses
- Maritime and Coastguard Agency
- Scottish Environment Protection Agency
- Scottish Natural Heritage and
- Marine Scotland.

Example letters are provided in Appendix 3.

4.6.8 Newsletters

Newsletters were produced prior to the second and third exhibitions. These were emailed or posted out to those that left their contact details at the previous events and were made available on the website. The aim of the newsletters was to both provide information on the progress of the projects and remind people of the events, especially the second one as it was advertised in the newspaper's six weeks prior to the event. A copy of the newsletters is provided in Appendix 4.

4.6.9 Questionnaires

Questionnaires were utilised to gather information at the exhibitions and were also provided on the website to facilitate submission after the public exhibitions.

The questionnaires, as seen in Appendix 5, 9 and 12, asked specific questions with regards to the development and gathered general information on those attending the event in order to provide an overview of the responding demographic. Question format was a mixture of free text boxes, which allowed respondents to express their own concerns and views, accompanied by a number of tick box questions which asked participants direct questions.

Data collected was for the specific purpose of understanding the demographic of the stakeholders attending. The data has been handled in accordance with the General Data

Protection Regulation (GDPR) and the Data Protection Act 2018. Personal data collected is for the specified explicit and legitimate purposes of PAC and not processed further in a manner that is incompatible with those purposes. Affric and CMAL have ensured compliance with all requirements under the DPA Act 2018.

4.6.10 Question and Answers

A list of questions received at the public events was collated and answers to them provided. The resultant Q&A was made available as a paper copy at subsequent events and on the CMAL website as mentioned in Section 4.6.5.

4.6.11 Ferry Terminal

The display material utilised during the public exhibition's was posted in the ferry terminal building afterwards so that anyone passing through the terminal would have access to the material. The last display board provided information on how to provide feedback.

5 PAC Events

5.1 Exhibition 1

The event followed an exhibition style format whereby people were greeted at the entrance, provided with a questionnaire (Appendix 5) and free to move about the room as they pleased. The room included the exhibition boards for all three developments and the proposed new ferry (the general and Tarbert boards are provided in Appendix 6), a large print out of the ferry terminal design at the time of the event, the Tarbert Summary of Works which laid out the approach being taken (Appendix 7) and a power point presentation that ran on repeat during the event (Appendix 8). Various members of staff from CMAL, CFL, Affric, Transport Scotland, CnES, and Highland Council were available to walk around the exhibition boards with the attendees and to answer any questions raised during the event.

This event had 50 attendees, of which 21 filled out questionnaires.

5.2 Exhibition 2

The event had a similar style to the first exhibition with attendees welcomed at the door and provided a questionnaire (Appendix 9). There were exhibition boards covering the three Skye triangle infrastructure projects and the new ferry (those relevant to Tarbert are included in Appendix 10) and staff from each of the same organisations as the previous exhibition were available to answer questions raised. Refreshments were provided with the aim of both creating a relaxed environment and allowing people to take their time to consider the information provided.

The event had 24 attendees, none of whom attended after 7pm as such the timing of the third exhibition was reduced to reflect this.

5.3 Meeting

The public meeting took the form of an open drop in session where 'hard copy' information relating to the proposed HRO was provided and discussed (Appendix 11). Attendees were encouraged to provide feedback either on the day or later through CMAL's website. The event

was attended by representatives of CMAL, Transport Scotland and CMAL's solicitors Eversheds Sutherland.

5.4 Exhibition 3

The style was the same as previous exhibitions, with questionnaires (Appendix 12) and exhibition boards for all three infrastructure projects and the new ferry (the general and Tarbert boards are provided in Appendix 13). The display boards were also provided on a laptop to allow them to be displayed in a comfortable manner to meet individual needs. This was a direct result of learning from Exhibition 2 where a wheelchair user had struggled to read the display boards due to their positioning. A computer screen presentation was also set up with information about the new ferry. Printed copies of the photomontage of the proposed development were laid out on a table to allow viewing. The photomontages used are those provided in Volume 4 of the EIAR (Affric Limited, 2019). The photomontages were found to be a good way to engage with stakeholder to discuss the project. Refreshments were provided.

The exhibition was attended by 19 people.

6 Information Provided at the PAC Events

As discussed in Section 5 various types of media were utilised to provide information at events. This is summarised in Table 6.1, which signposts to the items where applicable. In addition, the events were attended by a range of project related staff with knowledge in terms of the engineering design, environmental effects and operational issues associated with the construction and operational phases of the Tarbert ferry terminal upgrade.

Table 6.1: Summary of Information Provided at Events

Medium	Event			
	Exhibition 1	Exhibition 2	Meeting	Exhibition 3
Exhibition Boards	Appendix 6	Appendix 10		Appendix 13
Presentation	Appendix 8		Appendix 11	Vessel Information
Questionnaire	Appendix 5	Appendix 9		Appendix 12
Other paper work.	Appendix 7 & Q&A	Q&A		Q&A
Photomontages				EIAR - Volume 4
Laptop				Appendix 13

The exhibition boards aimed to provide information about the design at that point in time and the potential effects on the environment. As the design and EIAR were progressing between events, the level of detail provided increased towards the end of the consultation process.

6.1 Quality of information provided.

All the questionnaires included the following question:

On a scale of 1 to 5 do you consider we have provided sufficient information to give a clear understanding of the proposed works (5 is excellent and 1 is very poor)?

Table 6.2 provides a summary of the responses for the three public exhibitions.

Table 6.2: Consultation Information Scoring Summary

Event	No. of People Selecting Each Score					No. of Responses	Average
	1	2	3	4	5		
Exhibition 1	0	0	2	5	13	20	4.33
Exhibition 2	0	0	1	5	10	16	4.31
Exhibition 3	0	0	0	5	3	8	4.37
Online responses		1	1	3	4	9	4.11

The number of people attending and completing the questionnaires at each exhibition reduced as the design moved on. It can be seen that the number of people giving a score of 3 or 5 reduced with each event, while 4 stayed static. This would suggest that the information was becoming more accessible to all, potentially at the expenses of some elements that prevented a top score being given. The average score for the final event was the highest, demonstrating that learning from the previous exhibitions was taken on board.

The lowest average score was from those responding on line. This could be due to them not viewing all the resource material and/or the lack of human interaction and additional explanation which is provided at exhibitions by the PAC team. This is supported by feedback comments such as:

'Personnel necessary to aid understanding as displayed information is technical. Staff well informed.'

This would suggest that although websites allow convenient access to information, they do not bring the same value as face to face events.

This question was followed up with a question regarding what further information could be provided and the comments included:

- *Interesting to see boards about the environment (ie birds and mammals) but nothing on disabled access;*
- *Exit for vehicles leaving the ferry, entering the marshalling key vehicles going on ferry;*
- *More exact times of work start and completion; and*
- *Progress presentation after major phase(s) completed.*

This information was reviewed and incorporated into the information provided in the later public exhibitions and will be taken on board going forward.

7 Information Received at the PAC Events

7.1 Attendance and Demographic

Table 7.1 provides information with regard to the number of people attending each event, and the numbers who completed questionnaires. The demographic information provided is based on the questionnaire responses only.

Table 7.1: Attendance Level and Questionnaire Completion

Event	Attendees	Questionnaires Completed	Male	Female	Didn't Say
Exhibition 1	50	21	71%	10%	19%
Exhibition 2	24	16	63%	31%	6%
Exhibition 3	19	9	45%	55%	0%
Online	N/A	9	89%	11%	0%

Figure 7.1 shows the age distribution of the questionnaire respondents at each event and online. The first two exhibitions were dominated by males aged 40 and over. The third exhibition had slightly more females present than males and a spread of age ranges attending. The only main difference between the third and previous exhibition was the location, the community centre being closer to other business premises (shops and cafes) in Tarbert.

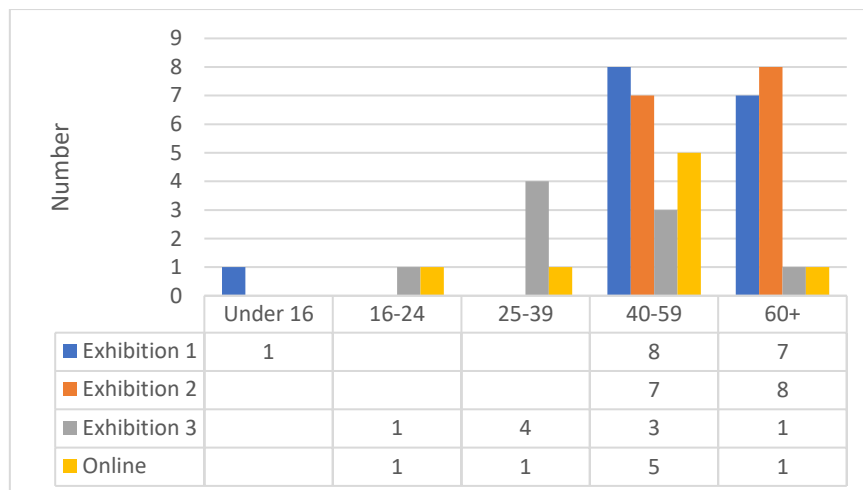


Figure 7.1: Age of Questionnaire Respondents

7.2 Sunday Working

The first and third exhibition questionnaires (Appendix 5 and 12 respectively) asked:

Should Sunday working be undertaken?

Figure 7.2 shows that exhibition 1, which had an older male dominated attendance, has a higher proportion of respondents saying never. 48% of all respondents said that Sunday working on occasion was acceptable. Only 1 respondent said Sundays should always be worked. The intent is for construction works to be completed Monday to Saturday between 7am and 7pm, but if for some reason there was a need to work a Sunday, CMAL wanted to understand whether this might be acceptable. Based on the fact 31% of respondents never want Sunday working during the construction phase, every effort will be made to avoid Sunday working.

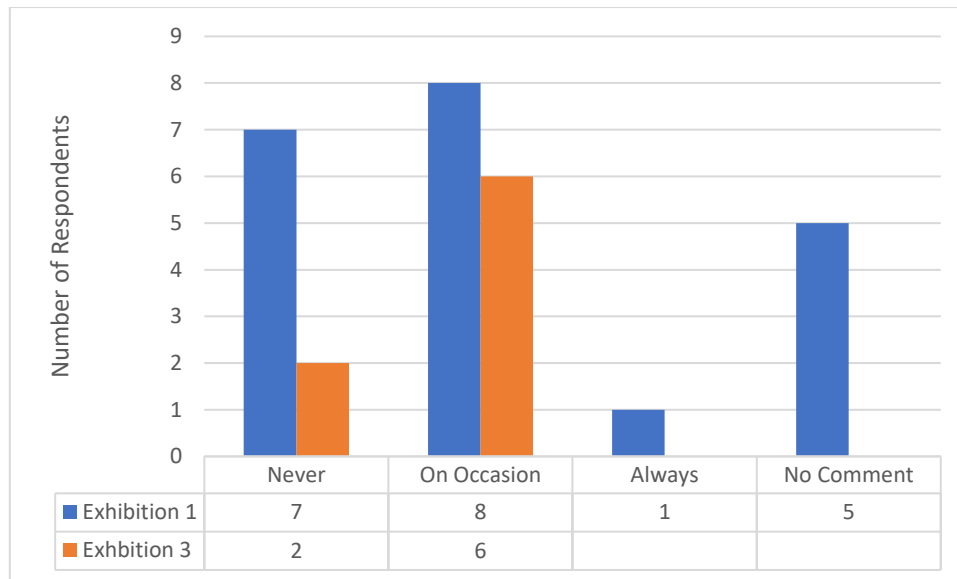


Figure 7.2: Responses to the Acceptability of Sunday Working

7.3 Interests

Respondents were asked which aspects of the project they were most interested in. This helped to tailor the later events. For example, at the first event little information was provided about the new ferry. This was to try to focus interest on the terminal works, which are what are being consented. However, 15 of 21 respondents said they were interested in the new ferry. This was also noted by the PAC team hosting the event who received lots of questions about the new vessel. Hence at later events, information on the new ferry was provided, so that it could be discussed, and then focus could be moved onto the terminal upgrades.

At the first exhibition only 9% of people said they were interested in the environmental aspects of the project. By the second and third exhibition this increased to 31% and 30%. Notably the information presented at the latter two exhibitions had more environmental content as the EIA process had progressed. Alternatively, it could be explained by the 'Blue Planet II effect'. The programme was screened from October 2017 between the first and second exhibitions, hence general awareness of the marine environment had increased.

7.4 Ferry Usage

Responders were asked how often they utilised the ferry in all three questionnaires. The responses from all questionnaires are provided in Figure 7.3.

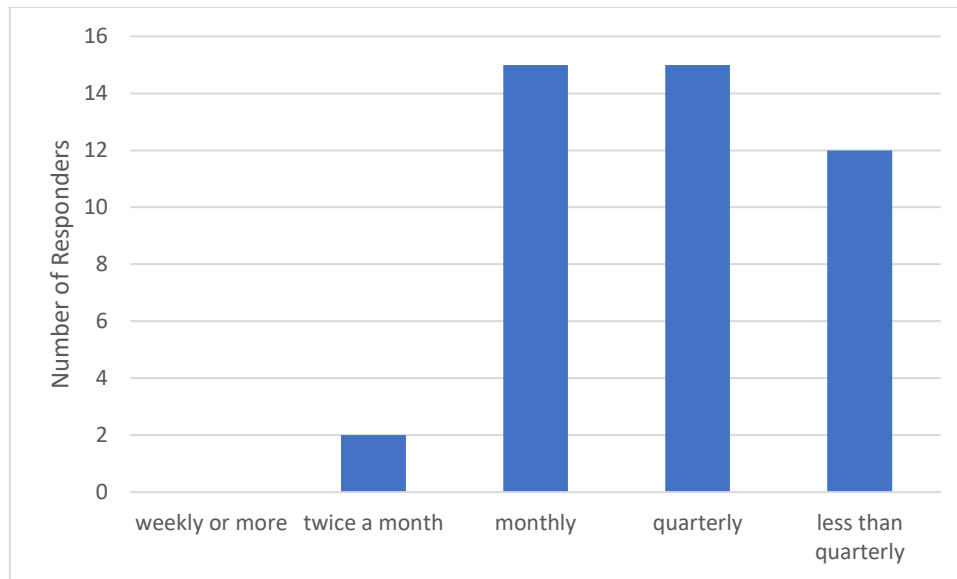


Figure 7.3: Frequency of Ferry Use

7.5 Questionnaire Free Text Responses

Information received verbally at the exhibitions has been reflected in the questionnaires returned. Anyone that provided feedback during the event was encouraged to fill in a form and, in some cases, this was done with a member of the PAC team to ensure all opinions were captured.

The questions and comments from all the events were collated and, where appropriate, answers provided. The resultant Q&A's have been published as discussed in Section 4. The Tarbert questions and up to date answers are provided in Appendix 14. The main themes of responses were:

- Disabled access to the ferry;
- Including a 'Changing Place' facility in the terminal building;
- Considering a roundabout to facilitate access to the marshalling area;
- Dredging of the pontoon area for leisure craft;
- Ferry terminal building, water tank and substations location in terms of visual impacts; and
- Ferry timetables and onward travel arrangements.

8 Consideration of Comments Received during the PAC Process

Detailed responses to each of the points raised are provided in Appendix 14.

The main themes raised, as detailed in Section 7.5, were addressed as follows:

- The gangway will have a reduced maximum slope (20 degrees) for improved access to the ferry. However, if passengers are unable to utilise the gangway, they will be given assistance to access via the car deck. A lift solution was deemed prohibitively expensive;

- 'Changing Place' facility provided in the terminal building;
- A roundabout has been included within the road layout to improve access to the marshalling area;
- An 'access dredge' is required to facilitate the land reclamation to extend the marshalling area. This is in the vicinity of the pontoons and as such will benefit the leisure craft;
- Various building layouts and positions were considered, and micro-siting of the water tank and substations has been completed. Unfortunately, the space constraints mean that localised significant effects cannot be fully avoided. Full details of the options considered and assessment completed are provided in the EIAR (Affric Limited, 2019); and
- Ferry timetables and public transport arrangements are out with the scope of the project and CMAL's remit. The comments have however been passed to the appropriate people within CFL and Transport Scotland.

9 Evaluation of PAC Events

The consultation process was done over a period of a year, as the design and EIAR were developing. This was to ensure that effective stakeholder engagement commenced as early as possible to allow consultees to influence the design, and then to provide feedback on how their input was shaping the project. Learning gained from the early consultation processes informed the later exhibitions.

This assessment of the consultation carried out looks at the whole project to understand what level of consultation has been carried out for the whole process. Each of the SP=EED Criteria are considered in turn to below.

9.1 Transparency and Integrity

The Tarbert ferry terminal upgrade consultation achieved Level 2 relating to the transparency and integrity criteria. This was assessed against the clarity of purpose and information provided, how participants were told about the event, how further information could be accessed and the methods for obtaining feedback.

Events were well advertised via mail out, project website and local media. Letters ensured all key stakeholders such as SNH and Marine Scotland were informed about the event. Additionally, advertisement aimed to ensure that any other interested parties were made aware.

Timetables of the events were clearly laid out in the advertisements, letters and on the website. The timeframes for providing feedback after the event were outlined on the questionnaires, the exhibition boards (both at the event and at the terminals) and on the website. The development timeframes were also shown on the exhibition boards including when the project will begin and the expected completion date.

The purpose of the engagement was communicated to the known stakeholders (ie government bodies) via letters. This stated: *'The Skye Triangle Infrastructure developers are*

committed to ensuring a high quality of stakeholder engagement is carried out, not only to meet the legislative requirements but to ensure that the communities we work in have the opportunity to input to the proposals.' It was discussed during the events to people with concerns about the vessel that this consultation was about the harbour development and, while information could be given about the design of the vessel, the level of influence was limited.

The events were attended by key personnel from CMAL, CFL, Transport Scotland, Wallace Stone (CMAL's design consultant) and Affric Limited so that all information that was available at the time of the event was able to be effectively communicated to interested parties. If information was not available (e.g. not yet designed), this was clearly communicated to the stakeholder. Previous questions and the response to these questions were available at the events and on the website.

Feedback was actively encouraged, all participants entering the event being offered a questionnaire, and the last exhibition boards pointing attendees to different avenues if they were not able to provide feedback at the time of the event. During the event, if feedback was provided but not written down, a member of staff would encourage the participant to write it on the feedback form so that it was adequately captured and in some cases a member of staff sat down with the participant and captured their key points. Additionally, the exhibition boards that were used within the events were then placed on the walls of the relevant ferry terminals and on the website. Both gave information on how to provide feedback on the development.

9.2 Co-Ordination

Level 2 relating to the co-ordination criteria was achieved. Events were well advertised via mail out, project website and local media. Letters insured all key stakeholders such as SNH and Marine Scotland were informed about the event. Additionally, advertisement aimed to ensure that any other interested parties were made aware.

Project schedules ensured that all interested parties were aware of the PAC Event timeframes. These were updated on a regular basis to ensure any delays were considered. Once the event had been advertised, there was substantial time to discuss the format of the PAC event and coordinate the development of the relevant material. This was undertaken by the key people involved in the project including CMAL, Wallace Stone (the Engineers) and Affric Limited (who were producing the EIAR). All content was reviewed by all three parties to ensure it was correct and nothing was missing.

These PAC events were co-ordinated in an exhibition style format to ensure that, no matter when attendees arrived, they would have access to the same information and the ability to discuss areas of interest or concerns with the relevant representative. The events ran for at least three hours and attendees were encouraged to take their time. Various attendees stayed at the exhibition for multiple hours discussing the boards and the designs. Events started at 4pm and ran till 7 or 7.30pm. These times were chosen in an attempt to encourage attendance after work and before settling in for the evening.

9.3 Information

Level 2 relating to the information criteria was achieved. The information provided during the PAC Events has been outlined in Section **Error! Reference source not found..** A similar format of display boards was utilised for all three public exhibitions. Individual boards were developed for each of the Skye triangle projects and included the construction methods, the environmental concerns, proposed infrastructure and timelines. Additionally, an introduction and conclusion board were developed to provide information on the need for the development and where to access further information and provide feedback. These boards aimed to keep text to a minimum and used visual prompts. All of the sites board, Tarbert, Lochmaddy and Uig were presented at each event to allow the attendees to see how the Tarbert development fits in with the larger scaled Skye Triangle Project.

Additional information sources were provided as was relevant to the stage of the project as discussed in Sections 5 & 6. PAC Event staff were available to talk through the boards.

A dedicated project website <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/> provided access to detailed information on the proposal and consultation programme. Clear information was provided along with an online questionnaire for any questions or concerns.

Feedback was actively encouraged both at the event, via face-to-face methods or questionnaires. All event attendees were offered a questionnaire that invited feedback and responses from participants. The same materials and questionnaire were also made available on the project website to enable those who were unable to attend the information sessions to submit a response. The exhibition boards were placed within the ferry terminals after the event to provide the people visiting the area with relevant information and pointed them to the online questionnaire.

These questionnaires also asked participants if they would like to receive project updates and their preferred method (ie. email, newsletter or website).

9.4 Appropriateness

The Tarbert Development achieved Level 2 relating to the appropriateness criteria as consideration was given to the best tools to present the required information to the local community. This consideration lead to the exhibition style events that used clear English and diagrams (Appendix 3).

The venues were selected for the events due to their proximity to the local community and project. The first exhibition was held between 4pm and 7pm to enable as many people to attend. The second event was run from 4pm to 7.30pm, to provide more opportunity for people to attend. However, no one attended after 7pm so the third exhibition reverted to the initial times. The meeting had two sessions one between 4pm and 5pm and the second between 7pm and 8pm, to maximise stakeholder involvement.

Specialist staff attended the events to answer questions on all aspects of the proposal. Specialisms included: The Project Manager, Environmental Management, Civil Engineering,

Design Engineer, Vessel Navigation Specialist and representatives from Transport Scotland and CnES.

9.5 Responsiveness

A level 2 regarding responsiveness was achieved. The first exhibition allowed participants concerns to be raised earlier enough in the process to be considered as part of the development. Any areas of concern that were raised during the events were discussed with a relevant expert staff member. Depending on the issue, additional information provided during the event by the associated expert was sufficient in addressing the concern. By having a diverse range of expertise at the event, it was possible to address concerns immediately. When additional information was required (for example concerns that required detailed design that was not yet completed), a feedback form was suggested. This ensured that no concerns were lost, and the appropriate information could be provided when it became available. Section **Error! Reference source not found.** and **Error! Reference source not found.** outline the feedback that was considered within the development and explanations for comments that were not considered.

As previously discussed, all information available at the event was made available on the website and the exhibition boards relevant to Tarbert were placed within the ferry terminal. The website also hosted the Q&A where answers to all questions raised in feedback forms were addressed.

The second and thirds exhibitions allowed more detailed information to be provided as it was undertaken at a later stage of the design process. Additionally, the later exhibitions allowed face-to-face feedback to participants who raised concerns at the earlier events whether or not these were incorporated into the development. The design information presented at the third exhibition is very close to the final design submitted for consent, with all the 'big ticket' items resolved.

In some instances, stakeholders' details were taken, and dialogue progressed out with the meeting to allow the points raised to be considered in more detail.

9.6 Inclusiveness

A database was compiled throughout the consultation using existing knowledge and feedback from completed questionnaires. Questionnaires included questions on age, gender and location. Questionnaires were available during the event and online.

The analysing of demographic data collected in the first exhibition showed the characteristics of the participants were skewed to male (71%) and all but one attendee were over 40. The reason for this may have been a lack of interest from younger target audiences, or advertisements timings (6 weeks prior to the event) not working, or them not being able to attend the event. Based on this, additional effort was made to make the information as widely available to others as possible, including putting the display material online and in the ferry terminal building. All ferry users therefore would see the information.

21 electronic questionnaires were received after the exhibitions at all the harbours, nine of which indicated they were interested in Tarbert. Of the nine, only one was female, so there was no improvement in female engagement. However, two responses were from 16-24 year olds and one was from a 25-39 year old, hence there was an increase in engagement with a younger demographic. The learning from this led to display material being posted online and in the ferry terminal after every event, and the third exhibition being advertised closer to it occurring.

Questionnaires for the second exhibition showed that all attendees that responded were over 40, with a slightly better gender balance, with a reduction to 63% male attendees.

Feedback from a wheelchair user during the second exhibition about it being difficult to read the boards, which were designed to be at eye level for someone standing, was taken on board for exhibition 3. The information was made available on a laptop which could be utilised by a sitting stakeholder to view comfortably at their leisure.

The initial SP=EED level was 1 but this improved towards a 2 as the exhibitions progressed taking on learning from previous exhibitions,

9.7 Monitoring and Evaluating

Level 2 was achieved for monitoring and evaluation. Information from the first exhibition was recorded via the original information and analysis of the questionnaire responses. The questionnaire included questions on age, gender, areas of interest, understanding and frequency of ferry use. This data enabled an understanding of the demographics of the community that attended the first exhibition and any information the attendees believed was not included. Both of these were considered when planning for subsequent exhibitions as discussed in Section 10.06.

Of the 20 people that filled in the questionnaires at the first exhibition (one person did not answer this question), when asked if sufficient information was provided during the event on a scale from 5 (excellent) to 1 (poor) the majority of people, 75%, rated the information as excellent and no scores were received below 3. This question was followed up with a question regarding what further information could be provided, and the comments were:

- It would be of major benefit widening the approach route in ferry terminal and extending one of the main car parks because there is such a heavy volume of traffic.
- Just regular updates.
- Interesting to see boards about the environment (ie birds and mammals) but nothing on disabled access.
- Exit for vehicles leaving the ferry, entering the marshalling key vehicles going on ferry
- More exact times of work start and completion.

This information was reviewed and incorporated into the information provided in the later exhibitions.

People who completed the online questionnaire were also asked if sufficient information was provided on a scale from 5 (excellent) to 1 (poor). The average score was 4.1 with one person

scoring it as a 2, although it is not possible to tell if they viewed the available information online which included the exhibition boards (Appendix 6), the preferred option pamphlets (Appendix 7) and a power point presentation (Appendix 8). When asked what further information could be provided, only one person, who said the existing information was '4', provided feedback which was, *'Working a 14-day hour I found it hard to attend the local consultation meetings. Perhaps for future reference later times would be more appropriate.'*

This feedback was part of the reason the time of the second Exhibition was extended, although unfortunately it didn't bring in any additional attendees.

9.8 Learning and Sharing

Level 2 was achieved in Learning and Sharing. The first exhibition included staff of varying levels of experience in community engagement. This enabled a greater level of understanding regarding the importance of community engagement and allowed the less experience staff to ask questions as required. Several members of the project team, who had not been formally trained in community engagement, participated in the SP=EED training following the event.

A summary of the feedback received over all three events, removing any identifiable information, was provided to the various teams to distribute as they saw fit.

Learning from the first two exhibitions was incorporated into the second and third exhibitions to help to gain more diverse engagement and inclusion of all information requested.

9.9 SP=EED Assessment

The assessment has indicated that the consultation process has been undertaken successfully and has fulfilled the requirements of Level 2 of the SP=EED framework in relation to all eight of the consultation criteria.

10 Conclusion

The Skye Triangle project, including the Tarbert ferry terminal upgrade, has undertaken extensive pre-application consultation, much more than the one event required by the regulations. By utilising the SP=EED framework, the project has learned and improved the engagement process throughout obtaining an overall Level 2 SP=EED score.

Stakeholder input from very early in the process has allowed the design to take on board suggestions and comments, resulting in a high-quality design for the proposed Tarbert ferry terminal upgrade.

11 Glossary

CMAL	Caledonian Marine Assets Ltd
CFL	CalMac Ferries Limited
CnES	Comhairle nan Eilean Siar
EIA	Environmental Impact Assessment
PAC	Pre-application Consultation
SEPA	Scottish Environmental Protection Agency
SNH	Scottish Natural Heritage
SP=EED	Successful Planning = Effective Engagement and Delivery
1984 Act	Lochmaddy and East Loch Tarbert (Improvement of Piers &c.) Confirmation Act 1984

12 References

Affric Limited. (2019). Tarbert Ferry Terminal Upgrade - Environmental Impact Assessment Report.

Appendix 1: An Overview of SP=EED

Model for Stakeholders Engagement – SP=EED

The stakeholder management strategy will be further guided by the principles laid down in Planning Aid for Scotland's SP=EED framework (Scottish Planning = Effective Engagement and Delivery). This framework was originally published in 2008 and subsequently updated in 2011. It is derived from PAN 81 and is endorsed in the updated PAN 3/201 (which replaces PAN 81). Though neither prescriptive nor legally binding, SP=EED represents:

"...a practical guide to engagement in planning... targeted at all stakeholders in Scotland's planning system and is designed to help design, deliver and assess the process of engagement."

Widely recognised as an accumulation of best practice, SP=EED encourages a front-loaded engagement process in which effective stakeholder engagement commences as early as possible, before too much has been invested and/or irreversible decisions have been made.

Details of the SP=EED Approach

The SP=EED approach is based around a matrix describing eight criteria for effective engagement, with three levels of achievement for each criterion. The levels relate to giving information, consulting and listening, and operating in partnership with stakeholders. It is worth noting that while achieving Level 3 (or even Level 2) in relation to all eight criteria may be a realist aspiration for certain types of community-led proposals or large development and regeneration projects, it is unlikely to be achievable in commercial developments such as the proposed development.

Notwithstanding the above, the SP=EED framework has been used in preparing this consultation plan with a view to:

- Planning the engagement well before the process begins;
- Explicitly stating the objectives of the process;
- Managing public expectation;
- Identifying suitable approaches;
- Effectively managing the consultation process;
- Evaluating the learning from the experience.

Table A.1 contains a summary of the SP=EED matrix.

Table A.1: SP=EED Matrix

	Level 1: Giving Information	Level 2 (Level 1 +) Consulting & Listening	Level 3 (Levels 1 & 2+): Partnership
1. Transparency and Integrity	The purpose of the engagement is clear, and people find out about it easily.	Rights to participate are clearly explained and opportunities to express opinions are publicised.	Dialogue will take place with partners about how they will be involved in the engagement process and how their input will be used.
2. Co-ordination	The timetable for the engagement process will be published and relevant relationships explained.	The timetable for the engagement process will include adequate periods for meetings, public events and discussion with stakeholders.	The timetable for the engagement process will include opportunities for partners to develop their own ideas; partners will be involved in discussing how to co-ordinate actions.
3. Information	Information will be relevant, accurate and comprehensible to the target audience.	Information will be communicated and shared, aiming to invite feedback.	Identification, collection and dissemination of relevant new information by partners is encouraged.
4. Appropriateness	Information will be presented to suit its intended audience and can be accessed by all stakeholders at each stage of the process.	Engagement processes to fit the situation to be used, with opportunities for discussion and for answers to be raised and answered.	A collaborative approach to working with partners on proposals, and regular review of the engagement process.
5. Responsiveness	Relevant information will be provided at every stage of the process.	Findings from engagement process will be analysed, disseminated, and potentially incorporated.	Partners will be offered the opportunity to present and discuss their own ideas and receive feedback.
6. Inclusiveness	Relevant representative groups/organisations will be identified, and information will be designed and disseminated to reach them.	An emphasis will be placed on allowing the voices of seldom heard groups and those most likely to be affected to be heard.	Assistance and advice will be made available to seldom heard groups to enable them to become partners in the process; overall, a representative range of stakeholders will be consulted.
7. Monitoring and Evaluation	Distribution of information and feedback received on the engagement process will be analysed after the process is completed.	Monitoring and evaluation of the engagement process will take place on an ongoing basis.	Monitoring and evaluation processes will be devised in collaboration with stakeholders.
8. Learning and Sharing	Lessons from the engagement process will be identified and lead to ongoing improvements in quality.	Lessons from the engagement process will be reviewed and shared with a focus on learning and training.	The creation of creative, problem-solving culture where skills and experience are pooled, shared and enhanced.

Criteria for Selecting Engagement Methods

The effectiveness of any stakeholder engagement strategy is ultimately dependent upon the appropriateness and robustness of the actual methods of engagement selected. In this regard,

a number of key criteria have been considered when determining which methods to employ. These are detailed Table A.2.

Table A.2: Engagement Methods Selection Criteria

Criteria	Options
Stage	<ul style="list-style-type: none"> • Very early stages may require more informative techniques to establish a knowledge base amongst stakeholders; • Subsequent stages will be more participative and interactive as the consultation seeks to canvass the views and comments of stakeholders; • Late stages are likely to involve further informative elements to disseminate the findings and evaluate the effectiveness of engagement.
Stakeholders needs	<ul style="list-style-type: none"> • Language • Accessibility • Support services (e.g.: for those with caring responsibilities)
Type of data	<ul style="list-style-type: none"> • Quantitative – used for categorising, measuring, profiling. • Qualitative – gathering opinions, feelings, and suggestions. • Balance to be struck between capturing more complex, in depth responses from fewer stakeholders and less detailed input from a larger number of participants. • Methods of analysis and reporting to be applied to data.

Tools for Stakeholder Engagement

For the purposes of this exercise, engagement tools have been broadly grouped into six main categories. Each category features a range of vehicles or instruments, but they are essentially variations on the theme of the category. Table A.3 summarises the different forms of engagement commonly used in this type of stakeholder engagement process and details the pros and cons of each approach.

Table A.3: Engagement Tools Evaluation

Examples	Pros	Cons
One-Way Communications		
YouTube/Social media	Useful way of informing large numbers of stakeholders about the project	Not easily focused on target audiences
Posters		
Press releases	May access stakeholders not previously identified	Not interactive – participants cannot typically ask questions or supply responses
Newspaper articles	Can be relatively cost-effective given the number of people reached.	
Television/radio	Media can be perceived as being subjective	Media can be perceived as being subjective
Mailshots		
E-mails	Media can be perceived as being objective.	

Examples	Pros	Cons
Leaflets/newsletters Telephone information line		
Face-to-Face, Open Forums/Events		
Public meetings Exhibitions Stalls at wider community events (e.g.: village fetes). Open day Library bus Village pub	<p>Potentially large numbers of participants.</p> <p>Can attract stakeholders not previously identified</p> <p>Can be designed to be non-threatening and inclusive.</p> <p>Good during communications stage.</p>	<p>Some participants can feel intimidated by peer pressure.</p> <p>Strong voices can dominate and may not be representative of stakeholders as a whole.</p> <p>Do not always know who has attended.</p> <p>Less effective during consultation stage.</p>
Face-to-Face, Restricted Access Forums		
Focus groups Workshops In depth, face-to-face Interviews Drop-in-sessions – schools School lessons/assemblies Door-to-door	<p>Good qualitative information can be captured</p> <p>Allows in depth discussion of issues and resolution of problems.</p> <p>Face to face contact ensures attendees understand issues and detailed information.</p> <p>Interactive nature of such discussions often stimulates respondents to develop their views and ideas.</p> <p>Good way of exploring a range of subjective issues in considerable depth and can cover confidential aspects.</p> <p>Allow detailed analysis of a complex situation to be conducted addressing attitudes and motivations.</p>	<p>Can be costly as there may be a need to hire a venue, pay incentives and travel expenses, hire translators or child minders and send out teams in advance to recruit people face-to-face to attend the session.</p> <p>Consultation with a relatively small number of people means that information gathered may not be representative.</p> <p>Groups may not represent the majority opinion.</p> <p>Not appropriate if data to be gathered is sensitive or views of respondents are likely to be too diverse.</p> <p>Time consuming.</p> <p>High potential for interviewer bias when recording responses.</p>
Non-Face-to-Face, Restricted Surveys		
Postal surveys	Allows a large number of participants to be contacted relatively inexpensively.	Respondents are not able to seek clarification regarding question content.

Examples	Pros	Cons
Email/online surveys	Participants can complete questionnaires in their own time; often delivering higher response rate.	Not a good way of obtaining large amounts of qualitative data such as detailed insights into attitudes.
Telephone interviews	Not subject to interviewer error through inaccurate recording of responses.	Contact details can be difficult to obtain, and data collection requires degree of technical expertise.
Opinion polls	Responses are more likely to be based on individual opinion rather than guided by the group.	
Non-Face-to-Face, Open Forums		
Social. Networks (Facebook, Twitter, etc.)	Allows access to otherwise hard to reach groups.	Not accessible to all
Telephone information line	Inexpensive way of communicating with large numbers of people Can be interactive and allow dialogue with stakeholders.	Can be difficult to manage/control.

Appendix 2: Newspaper Advert Text



PUBLIC MEETINGS

NEW DUAL FUEL FERRY AND SKYE TRIANGLE

Caledonian Maritime Assets Limited (CMAL) will host a series of public meetings to update communities on the design and build of the new dual fuel vessel for the Skye Triangle route and to discuss harbour infrastructure at Uig, Tarbert (Harris) and Lochmaddy.

You are invited to attend a public meeting where CMAL will present the latest information and answer questions. Representatives from the local council, Calmac Ferries Ltd and Transport Scotland will attend the meetings.

Uig Community Centre, Uig

Monday 3rd April 2017, 19.00hrs

Harris Hotel, Tarbert

Tuesday 4th April 2017, 19.00hrs

Lochmaddy Community Hall, Lochmaddy

Wednesday 5th April 2017, 19.00hrs

Caledonian Maritime Assets Ltd,
Municipal Buildings, Fore Street, Port Glasgow
01475 749920 | info@cmassets.co.uk

CONSULTATION EVENTS

SKYE TRIANGLE PORT UPGRADES

To prepare for the new ferry that has been procured by Caledonian Maritime Assets Ltd (CMAL), upgrade work is being proposed at the harbours at Tarbert (Harris), Lochmaddy and Uig, known as the Skye Triangle ports, as follows:

- Tarbert upgrades proposed by CMAL: a pier extension and upgrades, seabed dredging to improve vessel access, land reclamation to increase the marshalling and parking areas and alterations to the terminal building facilities.
- Lochmaddy upgrades proposed by Comhairle nan Eilean Siar: a pier extension and upgrades, seabed dredging to improve vessel access and land reclamation to increase the marshalling area.
- Uig upgrades proposed by The Highland Council: pier modifications and upgrades, new linkspan and wave screen, seabed dredging to improve vessel access, land reclamation to increase the marshalling area and new terminal facilities.

The projects will require construction and dredging licences from Marine Scotland Licensing Operations Team to allow the works below the Mean High Water Spring to be carried out.

Public exhibitions of the proposals will be held as follows:

- Monday 4th September 2017, 16.00-19.00hrs, Uig Community Centre, Uig, Skye
- Tuesday 5th September 2017, 16.00-19.00hrs, Harris Hotel, Tarbert, Harris
- Wednesday 6th September 2017, 16.00-19.00hrs, Lochmaddy Village Hall, North Uist

Comments can be provided at the exhibitions, or afterwards in writing to CMAL or by email to **operations@cmassets.co.uk** by 29th September 2017. Additional exhibitions will be carried out prior to the submission to the Marine Scotland Licensing Operations Team, offering a further opportunity to provide comments.

Please note, comments made at this stage are not representations to the Scottish Ministers. Once Marine Licence Applications have been submitted there will be an opportunity for representations to be made to the Scottish Ministers on the application.

Further details of the proposals can be found at:
cmassets.co.uk/project/skye-triangle-infrastructure-works

Caledonian Maritime Assets Ltd,
Municipal Buildings, Fore Street, Port Glasgow PA14 5EQ
01475 749920 | operations@cmassets.co.uk

CONSULTATION EVENTS SKYE TRIANGLE PORT UPGRADES

To prepare for the new ferry that has been procured by Caledonian Maritime Assets Ltd (CMAL), upgrade work is being proposed at the harbours at Tarbert (Harris), Lochmaddy and Uig, known as the Skye Triangle ports. The upgrade project has now entered the design stage following the completion of masterplans, and detailed designs for the preferred option for each location are being developed. The preferred options are, in brief:

- **Tarbert** upgrades proposed by CMAL: pier reconstruction and extension, seabed dredging to improve vessel access, land reclamation to increase the vehicle marshalling area and reconstruction of the terminal building.
- **Lochmaddy** upgrades proposed by Comhairle nan Eilean Siar: a pier extension and pier strengthening, seabed dredging to improve vessel access and land reclamation to increase the vehicle marshalling area.
- **Uig upgrades** proposed by The Highland Council: pier modifications and upgrades, new linkspan and wave screen, seabed dredging to improve vessel access, land reclamation to increase the marshalling area and new terminal facilities.

Design is being undertaken in conjunction with onsite investigations, testing and environmental studies to support applications for marine licences and harbour revision orders and/or planning consents.

Public exhibitions of the proposals will be held as follows:

- **Monday 26th February 2018**, 16.00-19.30hrs, Uig Community Centre, Uig, Skye
- **Tuesday 27th February 2018**, 16.00-19.30hrs, Harris Hotel, Tarbert, Harris
- **Wednesday 28th February 2018**, 16.00-19.30hrs, Lochmaddy Village Hall, North Uist

These are open sessions and people are welcome to drop in any time between 16.00 and 19.30 hrs.

Comments can be provided at the exhibitions, or afterwards in writing to CMAL or by email to operations@cmassets.co.uk by 30th March 2018. Please note, comments made at this stage are not representations to Marine Scotland or Scottish Ministers. Once Marine Licence Applications and Harbour Revision Orders have been submitted there will be an opportunity for formal representations to be made to Marine Scotland or Scottish Ministers.

Further details of the proposals can be found at:
cmassets.co.uk/project/skye-triangle-infrastructure-works

Caledonian Maritime Assets Ltd, Municipal Buildings, Fore Street, Port Glasgow PA14 5EQ
01475 749 920 | operations@cmassets.co.uk



PUBLIC MEETINGS

SKYE TRIANGLE PORT UPGRADES

Caledonian Maritime Assets Ltd (CMAL) is hosting public meetings to update communities on plans for infrastructure upgrades at Tarbert (Harris), Lochmaddy and Uig. The planned upgrades are:

- Uig upgrades proposed by The Highland Council: pier modifications and upgrades, new linkspan, seabed dredging to improve vessel access, land reclamation to increase the marshalling area and new terminal facilities.
- Tarbert upgrades proposed by CMAL: pier reconstruction and extension, seabed dredging to improve vessel access, land reclamation to increase the vehicle marshalling area and reconstruction of the terminal building.
- Lochmaddy upgrades proposed by Comhairle nan Eilean Siar: a pier extension and pier strengthening, seabed dredging to improve vessel access and land reclamation to increase the vehicle marshalling area.

Public meetings will be held:

Monday 10th September 2018

15.00-19.00hrs
Uig Village Hall
Uig, Skye

Tuesday 11th September 2018

16.00-19.00hrs
Tarbert Community Centre,
Tarbert, Harris

Wednesday 12th September 2018

16.00-19.00hrs
Lochmaddy Village Hall,
North Uist

Individuals are welcome to drop in at any time during the meetings.

Comments can be provided at the meetings, or afterwards in writing to CMAL or by email to operations@cmassets.co.uk by 12th October 2018. Comments made at this stage are not representations to Marine Scotland or Scottish Ministers. Once Marine Licence Applications and Harbour Revision Orders have been submitted there will be an opportunity for formal representations.

Further information can be found at:

cmassets.co.uk/project/skye-triangle-infrastructure-works

Caledonian Maritime Assets Ltd, Municipal Buildings, Fore Street, Port Glasgow

01475 749920 | info@cmassets.co.uk

NEWS RELEASE
21st March 2017

LOCAL COMMUNITY INVITED TO NEW DUAL FUEL FERRY MEETING

Caledonian Maritime Assets Limited (CMAL) will host a series of public meetings to update communities on the design and build of the new dual fuel vessel for the Skye Triangle route and to discuss harbour infrastructure at Uig, Tarbert (Harris) and Lochmaddy.

Communities are invited to attend their local meeting:

Uig Community Centre, Uig
Monday 3rd April 2017, 19.00hrs

Harris Hotel, Tarbert
Tuesday 4th April 2017, 19.00hrs

Lochmaddy Community Hall, Lochmaddy
Wednesday 5th April 2017, 19.00hrs

Representatives from CMAL, Calmac Ferries Limited, Transport Scotland and the relevant local authority will attend the meetings.

CMAL, which owns ferries, ports and harbours across the west coast of Scotland, will present the latest progress report on construction of the new 102 metre dual fuel vessel, which is one of two currently being built and is ear marked to serve the Skye Triangle route. It will be capable of running on liquefied natural gas (LNG) and marine gas oil (MGO), helping to reduce carbon emissions. The vessel will carry up to 1,000 passengers and provide 646 metre vehicle lane capacity, which is approximately 25% increased carrying of a mix of cars, light vehicles, coaches and heavy goods vehicles.

The ferries have been designed to operate from the existing berths at Uig, Lochmaddy and Tarbert (Harris). However, CMAL is currently working with Highland Council and Comhairle nan Eilean Siar to investigate what infrastructure improvements may be required at the three ports to optimise operations. CMAL owns the harbour at Tarbert (Harris), while Uig and Lochmaddy are owned by the local authority in each area.

Lorna Spencer, Director of Harbours, Caledonian Maritime Assets Limited said:

“The meetings are an opportunity for local communities to find out the latest information on the new ferry construction, as well as discussions around harbour infrastructure improvements.

“We know that the age and condition of the existing infrastructure at these harbours will benefit from investment to optimise operations. The larger size of the new dual fuel vessel and the ongoing need for investment in harbour infrastructure are key considerations for identifying the works required. We already know that harbour improvements are needed – the arrival of the new vessel is accelerating the process.”

The work to identify harbour requirements will be completed by summer 2017. The two new dual fuel vessels are earmarked for the Arran and Skye Triangle routes, although the final decision on routes is subject to review by CalMac Ferries Ltd, CMAL and Transport Scotland. The first ferry (Hull

801) is expected to enter service in the second half of 2018, with the second vessel (Hull 802) following a little later.

Ends

Notes to editors:

1. Issued by Clark Communications on behalf of Caledonian Maritime Assets Limited (CMAL). For media enquiries contact Redacted
2. CMAL own property at piers and harbours at more than 26 locations throughout Scotland. CMAL is delivering a programme of investment and improvements, which will create better facilities.
3. In addition to its pier and harbour facilities, CMAL owns 32 ferries and leases one further ferry. All 32 vessels are leased to CalMac Ferries Ltd for use on ferry services on the Clyde and Hebrides. In addition, two ferries are currently under construction.
4. CMAL is a publicly owned company with Scottish Ministers as the sole shareholder.
5. For more information about CMAL visit: www.cmassets.co.uk

NEWS RELEASE
20th JULY 2017

CMAL TO HOST PUBLIC EVENTS FOR SKYE TRIANGLE PORT PROPOSALS

Caledonian Maritime Assets Limited (CMAL) will host a series of public exhibition events to share proposals for construction work at the Skye triangle ports of Tarbert (Harris), Uig and Lochmaddy.

The proposals cover prospective work to improve harbour infrastructure and operations for the arrival of the new 102 metre dual fuel ferry currently being built by CMAL to service the route.

The public exhibitions and consultations are being undertaken as part of the application process for the required marine licences for works at the ports. They will allow local communities and other interested parties to comment on proposals at an early stage, before final applications for the works at each port are submitted. The events are also a follow-up to a series of public meetings held in April this year.

Ruth McIntosh, Principal Planning Engineer at CMAL said:

“We visited each of the communities in April this year to let them know about our initial plans to explore harbour modifications. At those meetings, we undertook to consider the comments received and update communities with developments as they progress. The public exhibitions in September are an opportunity for communities to see how the plans have developed and have their say on the proposals.

“We are now completing what we call the port master plans. Drawings showing the preferred options for work at each harbour will be published online prior to the events in September and discussed at the exhibitions. No final decisions have been made on what work will be carried out, and the works are subject to funding availability. We encourage those with an interest in this prospective work to come along to find out more and ask questions.”

The public exhibitions will take place:

Uig Community Centre, Uig, Skye
Monday 4th September 2017, 16.00-19.00hrs

Harris Hotel, Tarbert, Harris
Tuesday 5th September 2017, 16.00-19.00hrs

Lochmaddy Village Hall, North Uist
Wednesday 6th September 2017, 16.00-19.00hrs

Comments can be provided at the events or afterwards in writing to CMAL or by email to operations@cmassets.co.uk by 29th September 2017. Further information is available on CMAL's website www.cmassets.co.uk/project/skye-triangle-infrastructure-works.

The two dual fuel vessels are currently being built in Port Glasgow and are earmarked for the Arran and Skye Triangle routes. They will be capable of running on liquefied natural gas (LNG) and marine gas oil (MGO), helping to reduce carbon emissions. The vessels will carry up to 1,000 passengers and provide 646-metre vehicle lane capacity, which is approximately 25% increased carrying of a mix of cars, light vehicles, coaches and heavy goods vehicles.

Ends

Notes to editors:

1. Issued by Clark Communications on behalf of Caledonian Maritime Assets Limited (CMAL). For media enquiries contact Redacted
2. CMAL is working in partnership with Comhairle nan Eilean Siar and The Highland Council, as owners of the ports at Lochmaddy and Uig, in connection with the proposed upgrades.
3. CMAL own property at piers and harbours at more than 26 locations throughout Scotland. CMAL is delivering a programme of investment and improvements, which will create better facilities.
4. In addition to its pier and harbour facilities, CMAL owns 32 ferries. All 32 vessels are leased to CalMac Ferries Ltd for use on ferry services on the Clyde and Hebrides. In addition, two ferries are currently under construction.
5. CMAL is a publicly owned company with Scottish Ministers as the sole shareholder.
6. For more information about CMAL visit: www.cmassets.co.uk

NEWS RELEASE
8 January 2017

CMAL TO HOST PUBLIC EVENTS FOR SKYE TRIANGLE PORT UPGRADE

Caledonian Maritime Assets Limited (CMAL) will host a series of public exhibition events to share proposals for construction work at the Skye triangle ports of Tarbert (Harris), Uig and Lochmaddy.

The upgrade project has now entered the design stage following the completion of masterplans, and detailed designs for the preferred option for each location are being developed.

The events, which will take place the week commencing February 26, are the latest in a series of public consultations. The exhibitions are being undertaken in conjunction with onsite investigations, testing and environmental studies as part of the application process for the required marine licences for works at the ports. They will allow local communities and other interested parties to comment on proposals and work at various stages of the process.

The preferred options being discussed at the meetings in February are:

- Tarbert upgrades proposed by CMAL: pier reconstruction and extension, seabed dredging to improve vessel access, land reclamation to increase the vehicle marshalling area and reconstruction of the terminal building.
- Lochmaddy upgrades proposed by Comhairle nan Eilean Siar: a pier extension and pier strengthening, seabed dredging to improve vessel access and land reclamation to increase the vehicle marshalling area.
- Uig upgrades proposed by The Highland Council: pier modifications and upgrades, new linkspan and wave screen, seabed dredging to improve vessel access, land reclamation to increase the marshalling area and new terminal facilities.

Ruth McIntosh, Principal Planning Engineer at CMAL said:

“Following our public consultations in September, we are pleased to be revisiting the communities now that the project has entered the design phase. Previous meetings within Uig, Tarbert and Lochmaddy were useful in gathering comments on the various stages of work, and the public exhibitions in February are an opportunity for communities to see how the plans have developed further and have their say on the preferred options.

“We encourage those with an interest in this prospective work to come along to find out more and ask questions.”

The public exhibitions will take place:

Uig Community Centre, Uig, Skye
Monday 26th February 2018, 16.00-19.00hrs

Harris Hotel, Tarbert, Harris
Tuesday 27th February 2018, 16.00-19.00hrs

Lochmaddy Village Hall, North Uist
Wednesday 28th February 2018, 16.00-19.00hrs

Comments can be provided at the exhibitions, or afterwards in writing to CMAL or by email to operations@cmassets.co.uk by 30th March 2018. Please note, comments made at this stage are not representations to Marine Scotland or Scottish Ministers. Once Marine Licence Applications and Harbour Revision Orders have been submitted there will be an opportunity for formal representations to be made to Marine Scotland or Scottish Ministers.

Ends

Notes to editors:

1. Issued by Clark Communications on behalf of Caledonian Maritime Assets Limited (CMAL). For media enquiries contact Redacted
2. CMAL is working in partnership with Comhairle nan Eilean Siar and The Highland Council, as owners of the ports at Lochmaddy and Uig, in connection with the proposed upgrades.
3. CMAL own property at piers and harbours at more than 26 locations throughout Scotland. CMAL is delivering a programme of investment and improvements, which will create better facilities.
4. In addition to its pier and harbour facilities, CMAL owns 33 ferries. All 33 vessels are leased to CalMac Ferries Ltd for use on ferry services on the Clyde and Hebrides. In addition, two ferries are currently under construction.
5. CMAL is a publicly owned company with Scottish Ministers as the sole shareholder.
6. For more information about CMAL visit: www.cmassets.co.uk

CMAL CONTINUE PUBLIC MEETINGS FOR SKYE TRIANGLE PORT UPGRADE

CMAL will host further public meetings to update communities on the harbour revision order (HRO) needed at Tarbert (Harris) to allow for the harbour improvement works to begin.

To prepare for the new ferry that has been procured by Caledonian Maritime Assets Limited (CMAL), upgrade work is being proposed at the harbours at Tarbert (Harris), Lochmaddy and Uig, known as the Skye Triangle ports.

CMAL's proposed harbour improvements will include, pier reconstruction and extension, seabed dredging to improve vessel access, land reclamation to increase the vehicle marshalling area and reconstruction of the terminal building.

Lorna Spencer, Director of Harbours at CMAL said:

"We're visiting Tarbert to discuss the work requirements and the need for the harbour revision order with the community.

"At the public exhibitions in February, communities saw how the plans were developing, asked questions and had their say on the preferred options. Once again we encourage those with an interest in the harbour improvement work to come along to find out more and ask questions."

Individuals, groups and businesses are invited to attend the meeting where representatives from CMAL will provide information on the HRO.

Harris Hotel, Tarbert
Wednesday 27th June 2018
16.00hrs – 17.00hrs
19.00hrs – 20.00hrs

These are open sessions and people are welcome to drop in any time between 16.00 and 17.00 hrs and 19.00 and 20.00hrs.

To find out more visit: <http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

Ends

Notes to editors:

1. Issued by Clark Communications on behalf of Caledonian Maritime Assets Limited (CMAL). For media enquiries contact Redacted
2. CMAL is working in partnership with Comhairle nan Eilean Siar and The Highland Council, as owners of the ports at Lochmaddy and Uig, in connection with the proposed upgrades.
3. CMAL own property at piers and harbours at more than 26 locations throughout Scotland and is embarking on a programme of investment and improvements, which will create better facilities.
4. In addition to its pier and harbour facilities, CMAL owns 35 ferries, 32 of which are operated by CalMac Ferries Ltd for use on ferry services on the Clyde and Hebrides Ferry Service and 3 are operated by SERCO NorthLink.

5. CMAL is a publicly owned company with Scottish Ministers as the sole shareholder.
6. For more information about CMAL visit: www.cmassets.co.uk

Appendix 3: Example Consultee Letter

19th July 2017

Redacted

Marine Scotland
Licensing Operations Team
PO Box 101
375 Victoria Road
Aberdeen
AB11 9DB

Redacted
Dear

Skye Triangle Ferry Terminal Upgrades – Pre-application Consultation

Further to discussions at our meeting in Glasgow on the 5th of July regarding the above projects, I wanted to provide you with an update with regard to how we (CMAL, The Highland Council and Comhairle nan Eilean Siar) are planning on meeting the requirements of the Marine Licensing (Pre-Application Consultation(PAC)) (Scotland) Regulations 2013.

As discussed there are events planned for the beginning of September, and these will take the form of public exhibitions covering all three harbour upgrades, the details of which are as follows:

- Monday 4th September 2017, 16.00-19.00hrs, Uig Community Centre, Uig, Skye
- Tuesday 5th September 2017, 16.00-19.00hrs, Harris Hotel, Tarbert, Harris
- Wednesday 6th September 2017, 16.00-19.00hrs, Lochmaddy Village Hall, North Uist

The events will be advertised in both the Stornoway Gazette and the West Highland Free Press on the 20th of July 2017, utilising the attached text, which aims to meet the requirements of Section 7(b) of the PAC Regulations.

Further advertisements will be made in the two-week period running up to the event in:

- The Stornoway Gazette;
- West Highland Free Press;
- Am-Paiper; and
- Hebrides-News.com.

To meet the requirements of Section 6(2) of the PAC regulations CMAL, on behalf of the applicants, has written to:

- The Commissioners of Northern Lighthouses;

- The Maritime and Coastguard Agency;
- The Scottish Environmental Protection Agency (SEPA) in Stornoway, Dingwall & Fort William offices; and
- Scottish Natural Heritage in Stornoway, South Uist and Portree offices

to inform them of the intent to submit marine license applications and to provided details of the consultation plans 6 weeks prior to this event. We understand there is no marine region delegate for the area at the moment.

Our intention at this time is for further events to be carried out prior to the submission of the marine license applications for each of the Skye Triangle sites, these will include more site-specific information. Similar advertisements and notifications will be made prior to these events in line with the PAC Regulations.

I trust this meets with your requirements at this stage.

Yours sincerely
Redacted

Principal Planning Engineer
Caledonian Maritime Assets Ltd.

Enc: copy of Public Notice text.

CC (by email only)

- | | | |
|--|----------------|-------|
| 1. For The Highland Council - | Redacted | Aecom |
| 2. For CMAL – Redacted | Wallace Stone; | |
| 3. For Comhairle nan Eilean Siar –Redacted | Wallace Stone | |

CONSULTATION EVENTS

SKYE TRIANGLE PORT UPGRADES

To prepare for the new ferry that has been procured by Caledonian Maritime Assets Ltd (CMAL), upgrade work is being proposed at the harbours at Tarbert (Harris), Lochmaddy and Uig, known as the Skye Triangle ports, as follows:

- Tarbert upgrades proposed by CMAL: a pier extension and upgrades, seabed dredging to improve vessel access, land reclamation to increase the marshalling and parking areas and alterations to the terminal building facilities.
- Lochmaddy upgrades proposed by Comhairle nan Eilean Siar: a pier extension and upgrades, seabed dredging to improve vessel access and land reclamation to increase the marshalling area.
- Uig upgrades proposed by The Highland Council: pier modifications and upgrades, new linkspan and wave screen, seabed dredging to improve vessel access, land reclamation to increase the marshalling area and new terminal facilities.

The projects will require construction and dredging licences from Marine Scotland Licensing Operations Team to allow the works below the Mean High Water Spring to be carried out.

Public exhibitions of the proposals will be held as follows:

- Monday 4th September 2017, 16.00-19.00hrs, Uig Community Centre, Uig, Skye
- Tuesday 5th September 2017, 16.00-19.00hrs, Harris Hotel, Tarbert, Harris
- Wednesday 6th September 2017, 16.00-19.00hrs, Lochmaddy Village Hall, North Uist

Comments can be provided at the exhibitions, or afterwards in writing to CMAL or by email to operations@cmassets.co.uk by 29th September 2017. Additional exhibitions will be carried out prior to the submission to the Marine Scotland Licensing Operations Team, offering a further opportunity to provide comments.

Please note, comments made at this stage are not representations to the Scottish Ministers. Once Marine Licence Applications have been submitted there will be an opportunity for representations to be made to the Scottish Ministers on the application.

Further details of the proposals can be found at cmassets.co.uk/project/skye-triangle-infrastructure-works

Caledonian Maritime Assets Ltd,
Municipal Buildings, Fore Street, Port Glasgow
01475 749920 | operations@cmassets.co.uk

18th January 2018

Ref: HP/900/9001

Maritime & Coastguard Agency
Marine House,
Blaikie's Quay
Aberdeen
AB11 5EZ

Dear Sirs,

Skye Triangle Ferry Terminal Upgrades

Caledonian Maritime Assets Ltd (CMAL) have procured a new larger ferry, and to optimise the additional capacity, CMAL, Comhairle nan Eilean Siar (CnES) and The Highland Council (THC) plan to upgrade the Ferry Terminals at Tarbert, Lochmaddy and Uig respectively. This is known as the Skye Triangle Infrastructure Project. The proposals are as follows:

- Tarbert (CMAL): a pier extension and upgrades, seabed dredging to improve vessel access, land reclamation to increase the marshalling and parking areas and alterations to the terminal building facilities.
- Lochmaddy (CnES): a pier extension and upgrades, seabed dredging to improve vessel access and land reclamation to increase the marshalling area.
- Uig (THC): pier modifications and upgrades, new linkspan and wave screen, seabed dredging to improve vessel access, land reclamation to increase the marshalling area and new terminal facilities.

The upgrade works will require construction and dredging licences under the Marine (Scotland) Act 2010 from Marine Scotland – Licensing Operations Team to allow the works to be carried out. More information on the project can be found on our website:
<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>.

Due to the scale of the proposed developments they are subject to Pre-Application Consultation (PAC) as defined by the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013.

The Skye Triangle Infrastructure developers are committed to ensuring a high quality of stakeholder engagement is carried out, not only to meet the legislative requirements but to ensure that the communities we work in have the opportunity to input to the proposals. To this end engagement activities were carried out in April and September 2017 to gather opinions on the options being considered to accommodate the new ferry.

Our next stage of consultation will take the form of public exhibitions covering all three harbour upgrades, the dates and locations are as follows:

- Monday 26th February 2018, 16.00-19.30hrs, Uig Community Centre, Uig, Skye
- Tuesday 27th February 2018, 16.00-19.30hrs, Harris Hotel, Tarbert, Harris
- Wednesday 28th February 2018, 16.00-19.30hrs, Lochmaddy Village Hall, North Uist

You are welcome to attend any of these PAC events. Comments can be provided at the events or afterwards in writing to CMAL or by email to operations@cmassets.co.uk by 30th March 2018.

Please note, comments made to the Skye Triangle Infrastructure Team are not representations to the Scottish Ministers. As you will be aware, once the Marine Licence applications have been submitted to Marine Scotland, they will consult MCA directly regarding the applications.

Our intention at this time is for further events to be carried out prior to the submission of the marine license applications for each of the Skye Triangle sites, and these will include more site-specific information. I shall contact you again 6 weeks prior to the future events with the details.

If you have any questions in the meantime, please do not hesitate to contact myself.

Yours sincerely

Redacted

Principal Planning Engineer
Caledonian Maritime Assets Limited

CC (by email only)

Redacted

1. For The Highland Council Aecom
2. For CMAL – Redacted , Wallace Stone;
3. For Comhairle nan Eilean Siar – Redacted Wallace Stone

Appendix 4: Newsletter

Skye Triangle Infrastructure Works

Newsletter - Feb 2018

Thank you for attending the consultation meeting at either Uig, Lochmaddy or Tarbert.
We appreciate your feedback and have been working through the comments.

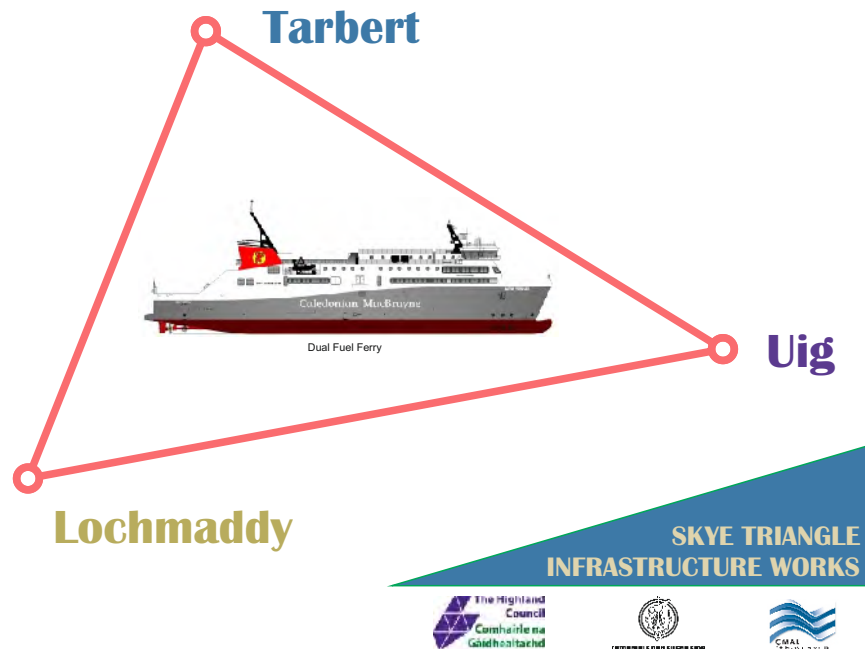
Responses to specific comments can be found at

<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>
or by internet searching 'skye triangle infrastructure works'.

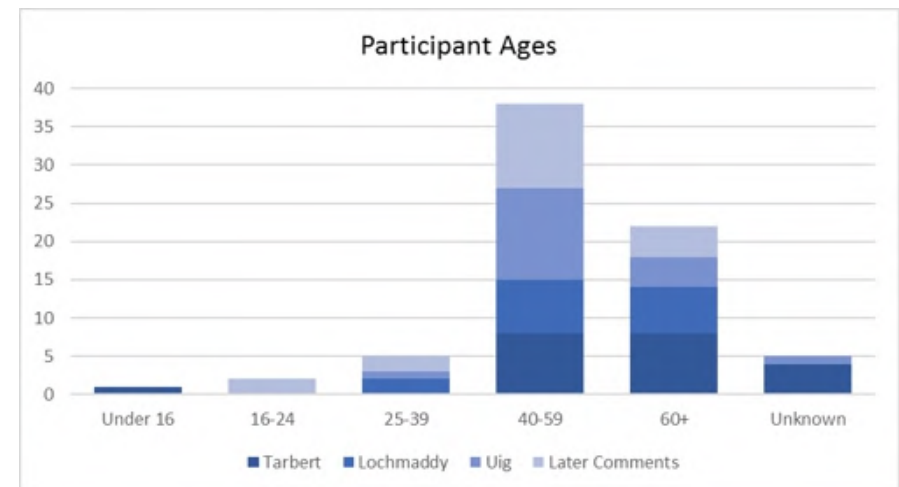
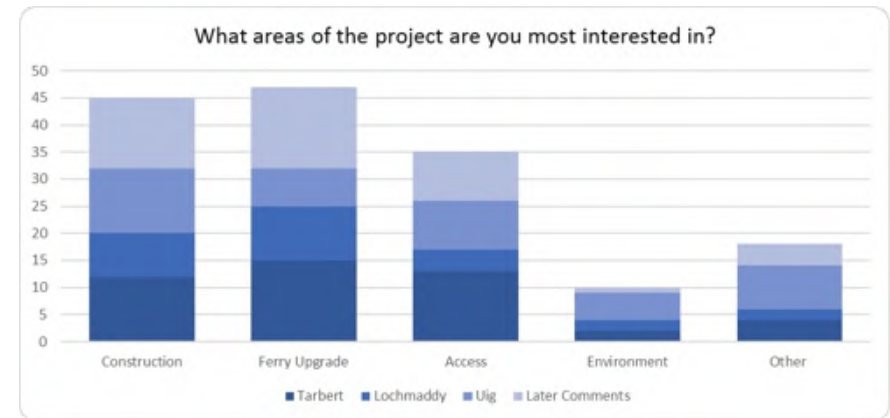
The next consultation meetings will be held between 16.00 and 19.30 at:

Uig Community Centre on the 26th February,
Harris Hotel Tarbert on the 27th of February,
and Lochmaddy Village Hall on the 28th of February.

We look forward to seeing you all again
and providing you with more detailed information as the project progresses.



Below is some of the information collected in the last three consultations and during the online feedback.



We are keen to get feedback from groups not represented during the previous meeting so please let others know about the next event.

During December you may have seen a vessel in Tarbert Harbour undertaking seabed surveys and sampling. This information is being used to:

- ▲ Understand the nature of the material to be dredged and the potential re-use of the material in the works.
- ▲ Understand the benthic ecology within the area to assess any potential environmental impacts.
- ▲ Determine if any historic contamination is present within the soil profile.

Background noise monitoring was undertaken in December. This data will be used to understand the current noise levels and review the potential of noise impacts during construction and operation.

Taking account of consultation feedback the Tarbert design has been updated to allow for the construction of a roundabout at the entrance of the marshalling area to improve traffic flow. A traffic impact assessment, which will include surveys around Tarbert, will be carried out between January and March.

Design of the pier, dredging and marshalling areas is progressing.



Seabed Survey and Sampling Vessel at Tarbert

Tarbert



Proposed Tarbert Terminal Building



Lochmaddy Ground Investigation Survey

Lochmaddy

Seabed surveys and sampling will be undertaken shortly. As with Tarbert, this will be used to gather information to inform the design of the works and understand potential environmental impacts.

Background noise monitoring will be undertaken in January to provide information on current noise levels and consider the impact of the works during construction and operation.

Design of the pier, dredging and marshalling areas is progressing. Ground investigations to inform the design was completed last year.



Consultation Posters in Lochmaddy Ferry Terminal

Uig



Ground Investigation at Uig



Uig – concrete survey of existing structures

Various investigations and surveys have been progressed, including:

- ▲ Ground investigation to inform the design of the preferred options.
- ▲ Dredge sampling for the proposed dredging areas and disposal site.
- ▲ Recording of current, wave and suspended sediment data using equipment located on the seabed to inform the design and Environmental Impact Assessment.
- ▲ Concrete survey of the old pier head and approachway structures to identify the condition and determine the extent of remedial works that may be required.
- ▲ Laser scan survey of the existing berthing structures to inform the design process.
- ▲ Bathymetric survey to determine the seabed depth and characteristics.



Way Forward

Over the next few weeks, we will be finalising designs and preparing tender documents for the construction works.

In parallel with this, we will be finalising the Environmental Impact Assessments and progressing work for the necessary consents (e.g. Marine Construction and Dredge Licences, Planning Consents and Harbour Revision Orders)

The specific programme dates for each site will be different, but are expected to be broadly similar.
A high level summary is given below

Completion of Detailed Design	Q4 2018
Completion of Environmental Impact Assessments	Q4 2018
Marine Construction and Dredge Licence Applications	Q4 2018
Planning Application Submissions & HRO formal consultations	Q4 2018
Start of Construction Procurement Process	Q4 2018
Award of Construction Contracts	Q2 2019
Commencement of Works on Site	Q3 2019



Newsletter - Sep 2018

If you attended one of the last consultation events at Uig, Tarbert or Lochmaddy in February of this year or provided feedback to us directly outwith these events, thank you very much for your contribution. We appreciate the feedback and have been working through your comments. All comments and questions, together with responses can be found on the latest 'Q&A' document which can be found at:

<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

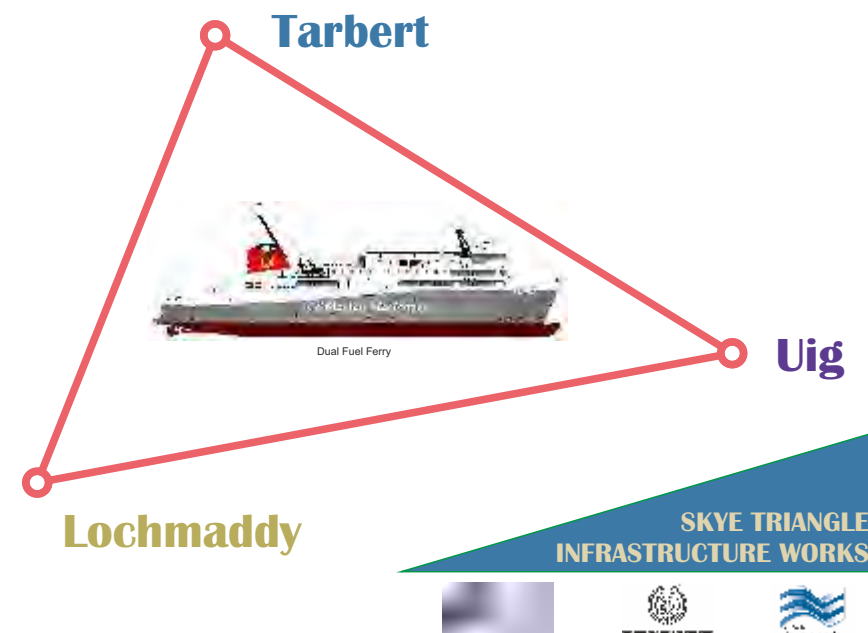
The next consultation meetings will be held at:

Uig Community Hall on the 10th September, 15.00 to 19.00

Tarbert Community Centre on 11th September, 16.00 to 19.00

Lochmaddy Village Hall on the 12th September, 16.00 to 19.00

We look forward to seeing you again and providing you with more detailed information as the project progresses.



During Spring this year, we had a jack up barge in the loch, carrying out ground investigation works in order to understand the nature of the ground conditions under the proposed marshalling area extension. In particular, we wanted to understand the extent of the very poor silty material in this area. Following review of the investigation results, we now know what is required to reclaim the land necessary for the marshalling area. A significant quantity of silt will be dredged and replaced with imported infill, the marshalling area and proposed roundabout will then be built on top of this infill.

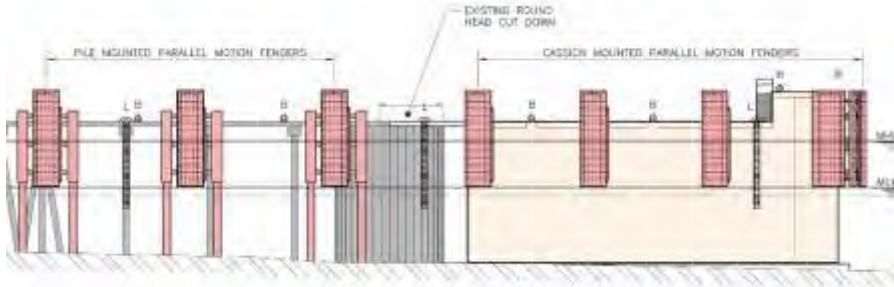
The design of the new pier and terminal building is progressing well. The terminal building will be built following construction of the new pier due to space limitations on site. As the current terminal building sits on the existing pier, this building will have to be demolished to enable the pier to be built. A temporary terminal building will therefore be provided in the period between demolition and construction of the new facility.

The Environmental Impact Assessment (EIA) is also progressing well. The EIA considers a number of environmental effects during construction and operation of the development. The picture shown is a representation of what the marshalling area, pier and terminal building will look like from Seilebost footpath across the bay. Consultation on the proposed Harbour Revision Order will start in October following completion of the EIA.

Tarbert



Lochmaddy



In recent months, a number of surveys and investigations have been completed, enabling the detailed design of the works and the Environmental Impact Assessment (EIA) to be progressed. A laser scan of the existing pier structure was carried out which, together with concrete investigation works, has enabled strengthening works to this structure to be designed. The concrete caisson extension and pier fendering system design has also progressed. The picture on the left shows a view of the end of the existing pier, the pier extension and proposed fendering system.

Design of landside works includes extended marshalling area and additional car parking along with associated roadworks. The marina shoreside facilities will be relocated closer to the pontoons.

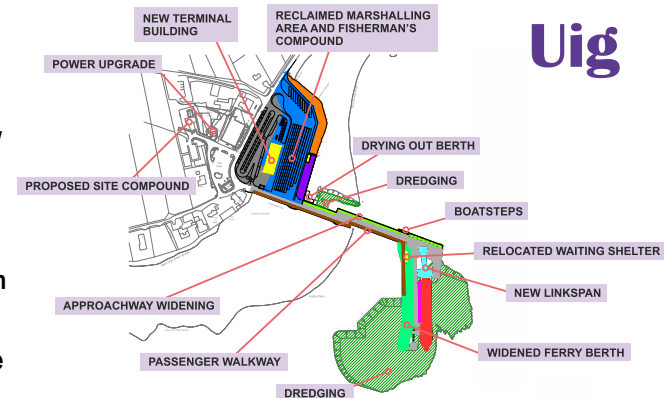
As part of the EIA, seabed surveys and sampling were undertaken to help us understand any potential impact of the works on the marine ecology.

Planning applications for the extended marshalling area and additional car parking will be submitted on completion of the EIA.

Over the last 6 months all site investigations and surveys have been completed and we are concentrating on progressing the detailed design and Environmental Impact Assessment (EIA) with a view to Harbour Revision Order (HRO), Marine Licence and planning application submissions in September/October 2018.

The detailed design includes the Berthing Structure Widening comprising a solid wall widening to the pier and extending the full length to the outer berthing dolphin. The roundhead detail for vessel landing is currently being reviewed to suit berthing of the new vessel. The Linkspan design is progressing with consideration of construction efficiencies and the Approachway Widening proposals to widen the pierhead with an open piled structure are progressing including reinstatement of the boat steps with increased access points to suit tide conditions. Draft plans are being developed for the New Terminal Building to conclude on the optimal solution for progression to planning stage.

The EIA and Dredge Site Characterisation are progressing with a proposed new dredge disposal site identified. Sediment dispersion modelling has been carried out in relation to disposal operations at the proposed new site. The EIA chapters are being drafted with revisions to these following the change from open piled deck to a solid wall widening to improve the environment at the pier and hydrodynamic and underwater noise models have also been re-run. The draft plans for the HRO are being developed to incorporate the new proposals and legal advice is being provided with submission and consultation programmed from October 2018.



Uig

Appendix 5: Questionnaires

Your views on the potential Skye Triangle Ferry Terminal Upgrades

To assist in the design and community consultation of the Skye Triangle Ferry terminal Upgrade, it would be appreciated if you could complete and return the following questions.

This is an anonymous survey and the results will be summarised and used to inform the proposed development, together with the findings from other engagement activities.

What aspects of the project are you most interested in?

Construction ☐ Ferry Upgrade ☐ Access ☐
Environment ☐ Please specify: _____
Other, ☐ Please specify: _____

Do you have any specific comments or questions regarding the proposed Terminal Upgrades?

Which Ferry Terminals are you particularly interested in (tick all that apply)?

Lochmaddy ☐ Uig ☐ Tarbert ☐

How often do you utilise the current ferries?

3 days a week or more ☐ 1-2 days a week ☐ twice a month ☐
monthly ☐ quarterly ☐ less than quarterly ☐

On a scale of 1 to 5, Do you consider that we have provided sufficient information to give you a clear understanding of the proposed upgrade works (5 is excellent and 1 is very poor)?

If you do not believe we have provided sufficient information, please let us know below what further information we could provide going forward

During construction, the normal working week will not include Sundays. The contractor may under certain circumstances make application to the local authority environmental health department to allow Sunday working.

In your view, should Sunday working be undertaken?

Never ☐ On occasion ☐ Always ☐

To ensure we include the views of people from across the community, please can you tell us about yourself.

Where do you live?

Postcode:

Are you

Male? ☐ Female? ☐

How old are you?

Under 16 yrs ☐ 16-24 yrs ☐ 25 – 39 yrs ☐
40 – 59 yrs ☐ 60 yrs plus ☐

Are you?

Employed ☐ Student ☐ Retired ☐
Self employed ☐ Other ☐

In the future how would you like us to keep you updated on the progress of the projects?

Newsletter ☐ Website ☐ Email ☐

Name:

Address:

Postcode:

Email:

By entering your details we will include your details on our contact database and retain them in accordance with the Data Protection Act and will keep you updated on developments regarding the potential ferry terminal upgrades.

If you do not wish to receive these updates, please tick this box ☐

If you wish us to include your comments and details in the marine licence submission, please tick here ☐

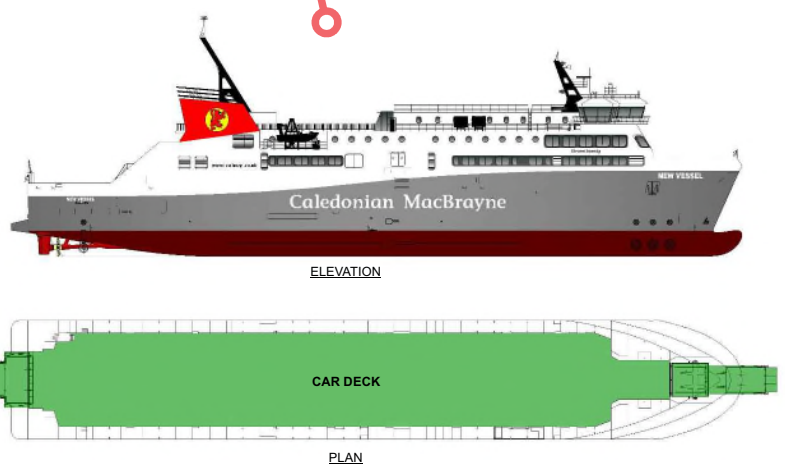
Thank you for completing this questionnaire. Please hand it in to a member of our team or email it to operations@cmassets.co.uk.

Additionally, this form may be completed online at www.cmassets.co.uk/project/skye-triangle-infrastructure-works

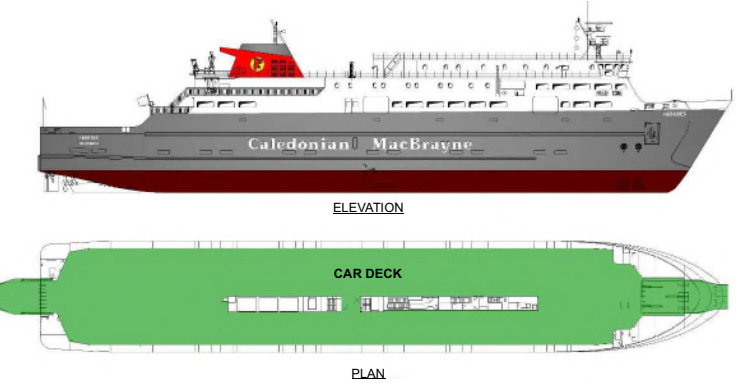
Appendix 6: Exhibition 1 - Display Boards

New Vessel & Need for Harbour Improvements

NEW FERRY
Caledonian Marine Assets Limited (CMAL) have invested in a new vessel for use on the Uig, Lochmaddy, Tarbert ferry routes (the Skye Triangle).



PROPOSED NEW VESSEL



MV HEBRIDES

DUAL FUEL
The new vessel is dual fuel, with the ability to utilise both marine gas oil and Liquefied Natural Gas (LNG). It is proposed that the LNG fuelling infrastructure be installed at Uig.

CLIMATE CHANGE
The new vessel gives rise lower greenhouse gas emissions.

IMPROVED INFRASTRUCTURE
The larger ferries require infrastructure upgrades at all three harbours, to allow the heavier vessels to be moored safely.

Vessel Properties	Proposed New Vessel	MV Hebrides Current Vessel
Length (m)	102.4	99.4
Breadth (m)	17.0	15.8
Design Draught (m)	3.7 max 3.4 normal	3.2
Displacement (t)	4700	3500
Gross Tonnage (t)	7040 tbc	5506
Vehicle Lane (m)	605	485
No of Passengers	1000 max 650 internal seats	612
Service Speed (knots)	16.5	16.5

DREDGING
The harbours need to be dredged for the large, deeper vessel.

MARSHALLING
Marshalling areas need to be increased to accommodate the greater vehicle capacity of the new vessel.

SKYE TRIANGLE INFRASTRUCTURE WORKS

Environmental Considerations

The scope of the Environmental Assessment is currently being developed.



ORNITHOLOGY

A bird survey was carried out in the summer of 2017 and found the following breeding birds:

- One pair of Collared Dove in the gardens to the north east of the ferry terminal.
- A singing male Blackbird in shrubs in a garden to the north east of the ferry terminal.
- At least one pair of nesting House Sparrow under eaves of a house within 250m of ferry terminal.

Wren, Pied Wagtail, and Herring Gull were also recorded. Birds are unlikely to be impacted by the proposed project.

TRAFFIC

The larger ferries will bring more vehicles to the area, hence a traffic assessment will be completed to understand the impacts of these.

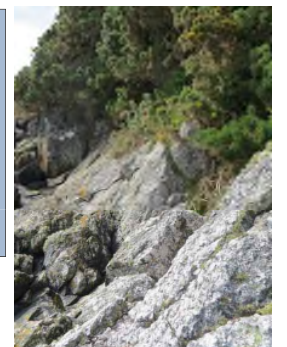
CULTURAL HERITAGE

Tarbert has 4 listed buildings, including two churches, a manse, and Tarbert Stores none of which will be impacted by the project. There are no recorded maritime wrecks in the area.



SHRUB

An area of native gorse is present above the rocky shore east of the ferry terminal, this overlaps with introduced shrubs *Rhododendron*, *Rosa rugosa* and *Contoneaster*.



OTTERS

Our survey didn't identify any holts or lie-ups in or around the ferry terminal however spraints were found on the south shore of the loch near a freshwater stream. Hence pre-construction surveys will be required to ensure that no otters have moved into or closer to the construction area.



MARINE MAMMALS

Eight species of cetacean are regularly encountered in the region ranging from dolphins to killer whales. In addition, breeding populations of both grey and common seals are present. Tarbert Harbour is 8.5km from the Inner Hebrides and the Minches potential Special Area for Conservation designated for Harbour Porpoise. The potential for construction noise effects on marine mammals is being assessed.



INTERTIDAL

The intertidal area is classed as Brown Algal with five different seaweed species present *Ascophyllum nodosum*, *Fucus vesiculosus*, *Pelvetia canaliculata*, *Enteromorpha* spp and *Fucus spiralis*.



LANDSCAPE & VISUAL

The Tarbert Ferry Terminal is located within the South Lewis, Harris and North Uist National Scenic Area. The surrounding area is defined as Crofting 2 Landscape Characteristic Type; characterised by sweeping slightly concave slopes with rocky knolls, rising to rocky or boggy moor inland and sloping down to rocky shores and broad shallow glens.

Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Proposed Infrastructure



MARSHALLING AREA

This upgrade is expected to increase the vehicle capacity by 75%. The area will be bituminised to sustain the increase in personnel and vehicle traffic.



ROCK ARMOURING

The reclaimed marshalling area will include rock armouring to protect the seaward edges.



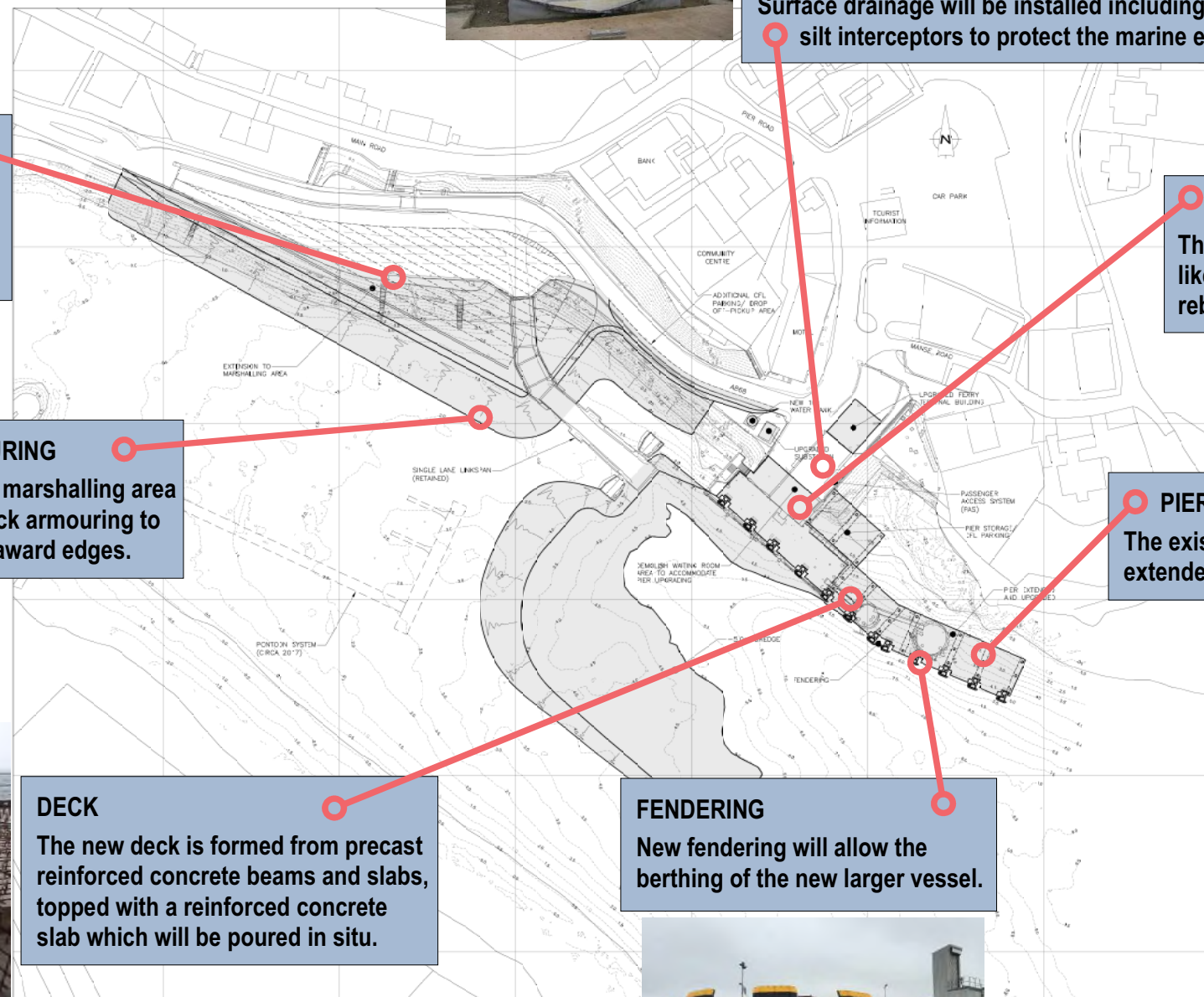
DECK

The new deck is formed from precast reinforced concrete beams and slabs, topped with a reinforced concrete slab which will be poured in situ.



SERVICES

The existing sub-station will be improved.
Bollards, lighting and power connections will be installed.
A new break water tank is also proposed to provide a buffer for the vessel water bunkering operations.
Surface drainage will be installed including appropriate oil and silt interceptors to protect the marine environment.



TERMINAL BUILDING

The current terminal building is likely to be demolished and rebuilt during this development.



PIER

The existing pier will be extended to the south east.



FENDERING

New fendering will allow the berthing of the new larger vessel.



**SKYE TRIANGLE
INFRASTRUCTURE WORKS**

Tarbert



Construction Method

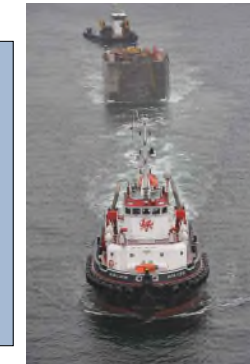


RECLAMATION

Dredged material will be used as infill for the marshalling area expansion. Minimising waste material and raw material usage.

DELIVERIES

Some deliveries will originate on the mainland UK, such as precast concrete elements, caisson. Deliveries for insitu concrete, rock armour, rock infill, bituminous materials will likely originate from the Outer Hebrides.



CRANES

Cranes will be used throughout construction.



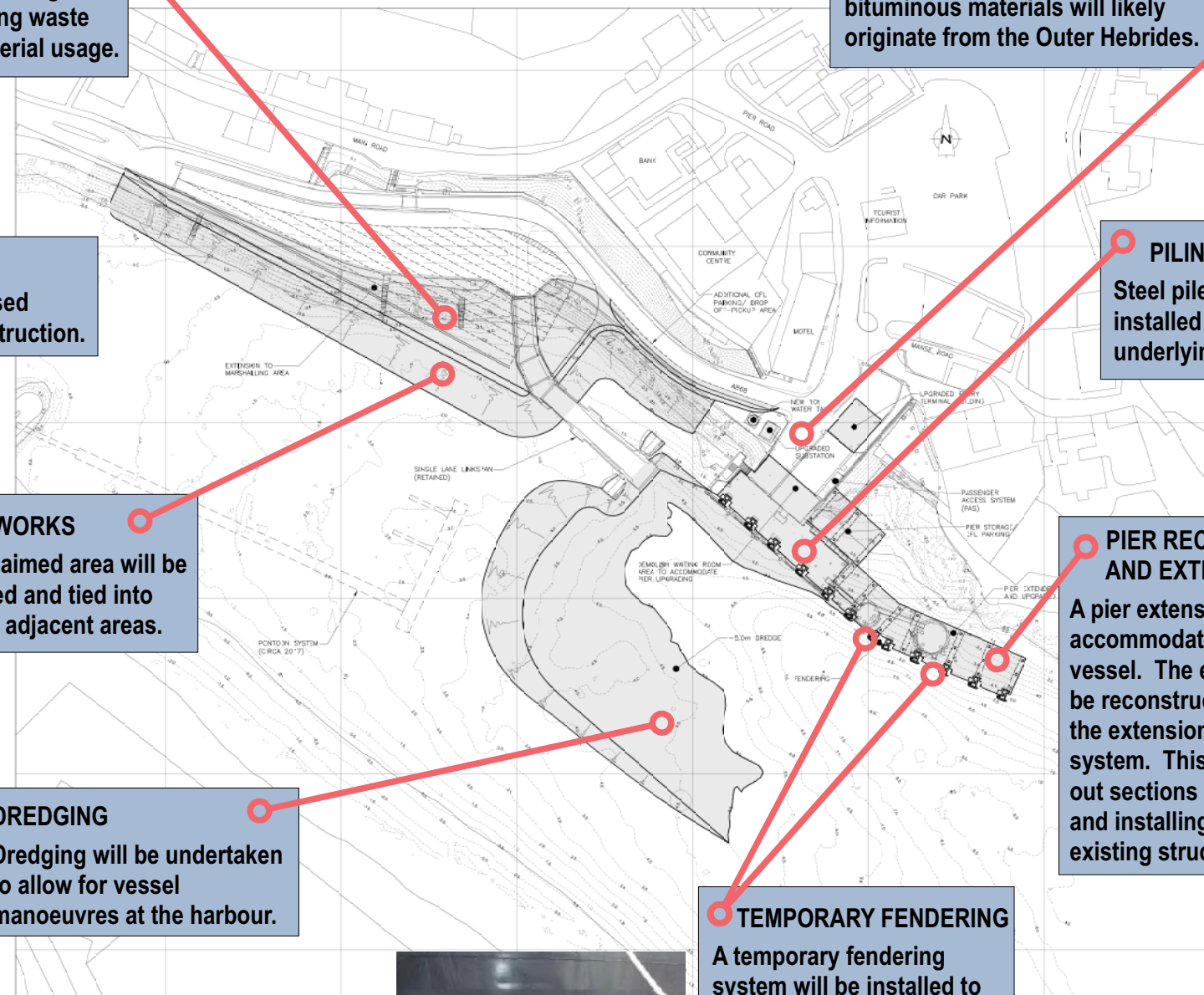
EARTHWORKS

The reclaimed area will be reprofiled and tied into existing adjacent areas.



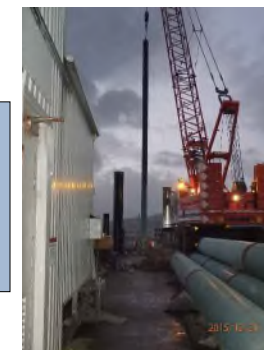
DREDGING

Dredging will be undertaken to allow for vessel manoeuvres at the harbour.



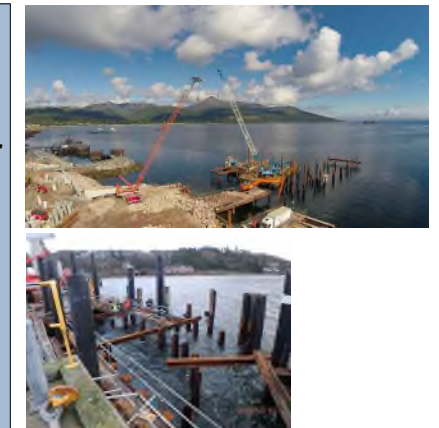
PILING

Steel piles will be installed into the underlying rockhead.



PIER RECONSTRUCTION AND EXTENSION

A pier extension will be built to accommodate berthing of the larger vessel. The existing pier will also be reconstructed to accommodate the extension and new fendering system. This will involve breaking out sections of the existing deck and installing a new deck over the existing structure.



TEMPORARY FENDERING

A temporary fendering system will be installed to allow berthing of the ferry throughout the construction period. This will be removed following the completion of the works.

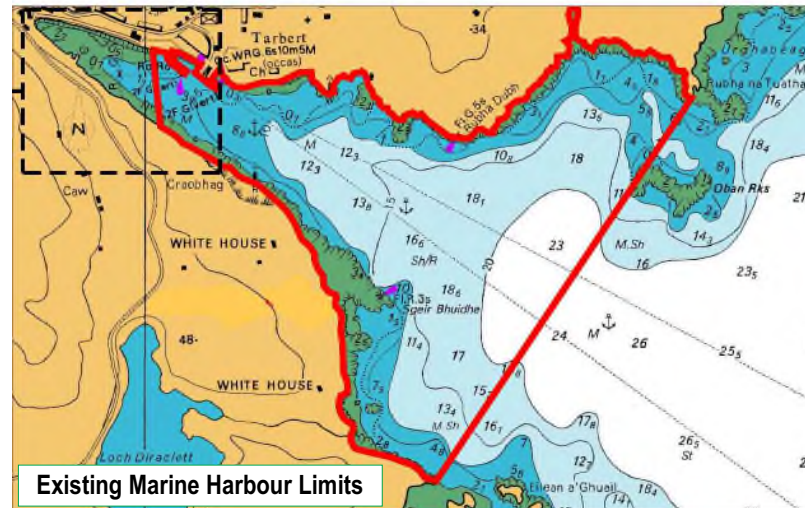


Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Harbour Revision Order



Existing Marine Harbour Limits

CURRENT SITUATION

There is no Safety Management System in place for the inner harbour non-Statutory Harbour Area.

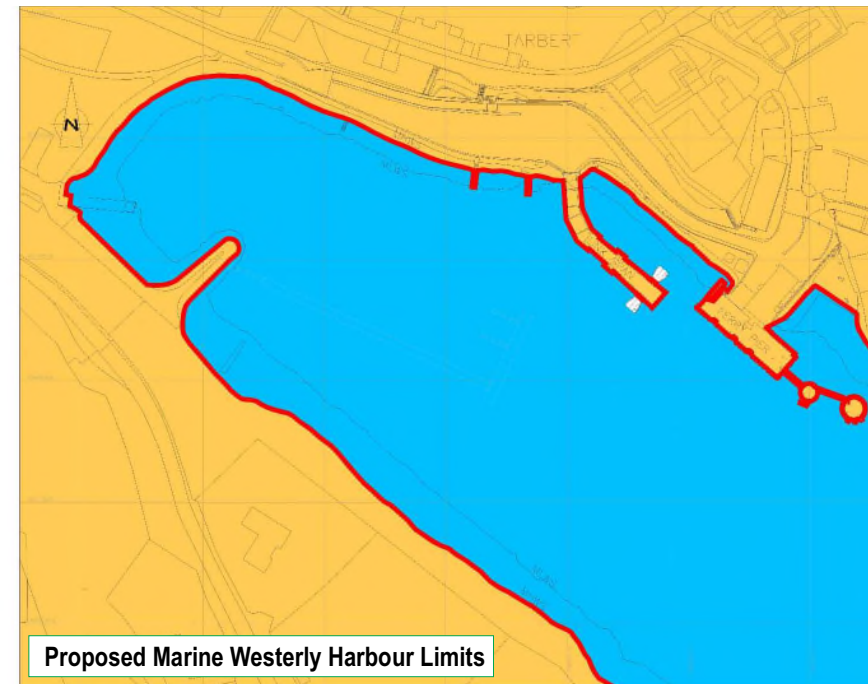
There is no safety system for the marine operations work within that area to reduce risks to as low as reasonably practicable.

No clear responsibility for marine safety, incident response or investigation is present within the inner harbour.

THE CHALLENGE

Inner harbour marine activity is expected to increase, therefore without sufficient control risks for harbour users within the inner harbour and the Statutory Harbour Area are likely to increase.

Need to identify and implement the most effective solution that provides the appropriate legal framework to manage all marine activity in compliance with the Port Marine Safety Code.

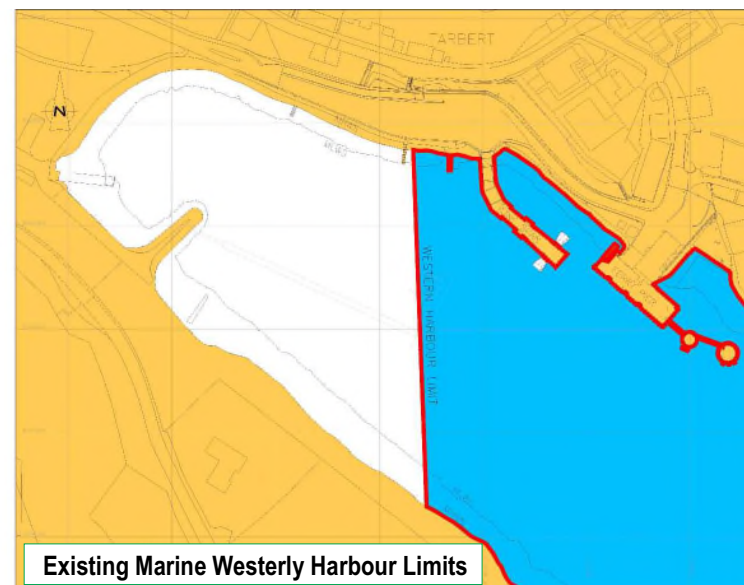


Proposed Marine Westerly Harbour Limits

THE PROPOSAL

Extend the Statutory Area to the west. Making the area part of the Statutory Harbour Area would:

- Provide a conservancy environment with clear, simple and safe navigation;
- Reduce navigation risks to as low as reasonably practical;
- Provide effective management and response to marine incidents;
- Provide effective governance;
- Have a single harbour point of contact, providing a seamless interface for users;
- Ability to quickly implement the existing SHA safety management system; and
- Achieve full compliance with the Port Marine Safety Code.



Existing Marine Westerly Harbour Limits

Tarbert

SKYE TRIANGLE
INFRASTRUCTURE WORKS

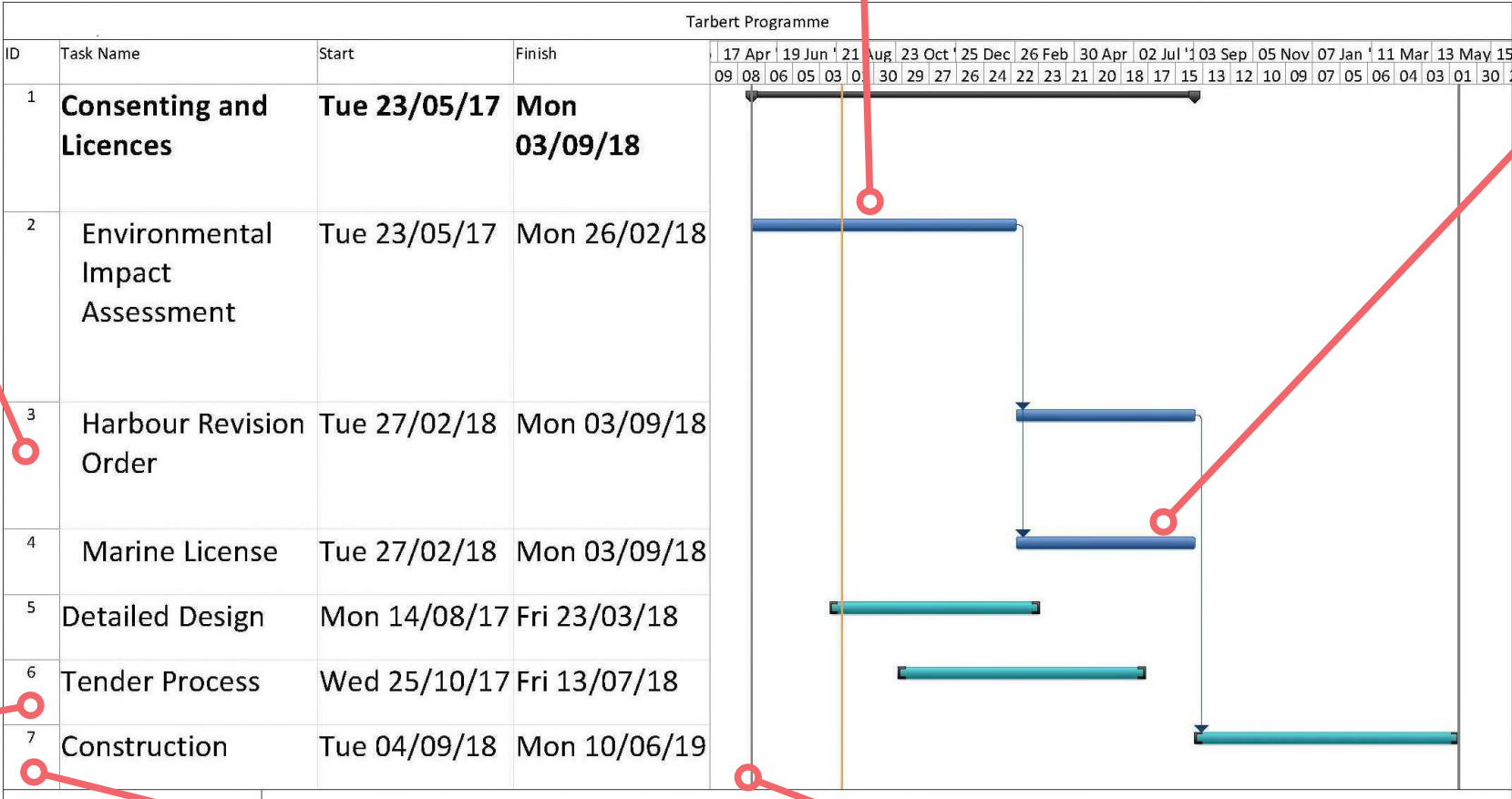
Way Forward

HARBOUR REVISION ORDER (HRO)
A change of the harbour's marine boundaries is proposed. A draft Harbour Revision Order is in the process of being prepared for consultation.

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
An EIA will be completed to fully understand the environmental effects of the works. Where required appropriate mitigation will be identified to avoid and minimise effects. The EIA report will be submitted with the HRO and Marine License applications.

MARINE LICENSES
Marine Licenses will be required from Marine Scotland for dredging and the construction below the mean high water springs.

TRADITIONAL PROCUREMENT ROUTE
The detailed design will be completed by CMAL's engineers. The tenders will be invited from the market for the construction of the designed improvement works.



CONSTRUCTION
The plan is to start construction works in September 2018. They are expected to take 40 weeks, with a completion date in June 2019. Pier improvement works will be completed first, followed by the reclamation to increase the marshalling area.

BUSINESS AS USUAL
The ferry timetable will not be effected by the Tarbert construction works.

Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Have Your Say !

INPUT

We would like to hear your thoughts on:

- The infrastructure plans for each of the harbours;
- What should be considering within our Environmental Impact Assessments;
- Our initial construction plans; and
- Likes, dislikes and/or concerns.

We will use your feedback to inform our studies and proposals moving forward.



PROVIDING FEEDBACK

Please give us your views on the potential Terminal Upgrades by:

- Completing an online questionnaire at:
<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

This feedback will then be incorporated into the final design and environmental assessment, where practicable.



NEXT TIME

Once we have completed the majority of our Environmental Impact Assessment work, we will come and see you again.

We will present our findings and give you the last chance to provide feedback to us prior to the Marine Licence, Planning Consent and Harbour Revision Order submissions being made.



AFTER SUBMISSION

Marine Scotland, Transport Scotland, Highland Council's Planning Department and Comhairle nan Eilean Siar's Planning Department will carry out public consultation once the various applications are submitted.

During their consultation, comments should be provided directly to them.

THANK YOU

Thank you for taking the time to attend this Skye Triangle Consultation Event.

STAY IN TOUCH

For the latest project information see:

<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

SKYE TRIANGLE INFRASTRUCTURE WORKS



Appendix 7: Exhibition 1 - Tarbert Summary Paper

TARBERT (HARRIS) FERRY TERMINAL



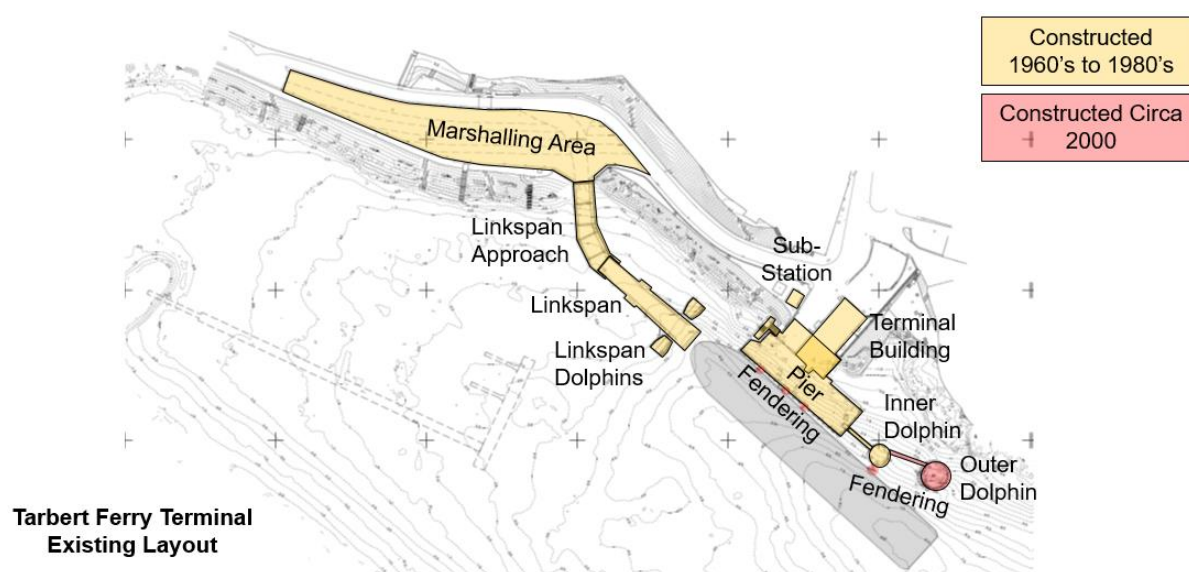
Summary of Proposed Improvement Works for New Dual Fuel Ferry

1. Introduction

This paper provides a summary of the proposed infrastructure works at Tarbert, Harris required to accommodate the planned new dual fuel ferry which is to be introduced in the near future on the Uig-Lochmaddy-Tarbert routes. The report also provides some explanation as to why the identified options have been chosen over other available options. Finally, estimated high level costs and timescales for the works are explained.

2. Review of Existing Infrastructure

The existing layout of Tarbert Ferry Terminal is shown on the sketch below. This infrastructure was constructed progressively over a period of time from the 1960s to circa 2000.



The current facilities were designed for past and current ferries. With the increase and predicted future increase in demand on the route, a vessel with greater vehicle and passenger carrying capacity was required. A new dual fuel vessel (Marine Gas Oil (MGO) and Liquefied Natural Gas (LNG)) was therefore commissioned in 2016 to replace the current vessel (normally MV Hebrides).

The new vessel, in order to accommodate the required additional capacity, will be longer, wider, heavier and have greater draught than the current vessel. Having carried out surveys, investigations and assessment of the existing infrastructure, the following conclusions were drawn:

- **Existing Pier/ Berthing Structures:** the pier is not long enough for routine berthing of the new vessel and neither the pier or berthing structures (berthing dolphins) have the capacity to take the increased forces from berthing operations of the new vessel. The existing pier structure has also reached the end of its serviceable lifespan.
- **Fendering:** the pier and berthing dolphin fenders do not have the capacity to take the increased forces from berthing of the new vessel.

- **Water Depth:** the increased draught of the vessel means that the current sea bed level at the berth is too shallow in places to enable the vessel to berth safely through all ranges of tide.
- **Marshalling Area:** the marshalling area does not have sufficient capacity to accommodate the increased vehicle carrying numbers of the new vessel.
- **Electrical Supply:** the new vessel, while berthing overnight, can utilise electrical power from the shoreside to power on-board facilities, hence negating the need to run the ship's engines to generate power. The current substation at the site does not have sufficient capacity to provide the necessary power to do this.
- **Water Supply:** vessels take on potable water while in port. An improvement to the capacity of the water supply at the pier is required to support the new vessel.
- **Vessel Fuelling:** vessels are fuelled at Tarbert with MGO only periodically using a road tanker from the pier or from the vehicle deck of the ferry. It is considered that this arrangement will continue to be acceptable. There are no plans to fuel the vessel with LNG at Tarbert (this will be carried out at Uig).
- **Vehicle Linkspan:** the current linkspan can accommodate the new vessel.
- **Terminal Building:** the current terminal building can accommodate the introduction of the new vessel, although this will be reviewed on an ongoing basis to determine the impact of any passenger number increases in the future. However, the existing terminal building will have to be partially demolished and reconstructed as a section of it sits on the existing pier which itself will be reconstructed.
- **Passenger Access:** currently, foot passengers access ferries using a gangway. The current gangway will not be suitable for the new vessel as it will be too steep at higher levels of tide.

While there are a number of infrastructure challenges associated with the introduction of the new vessel, it could still operate from Tarbert, although restrictions would have to be imposed, namely:

- the velocity of berthing onto the fenders/ pier would be restricted, meaning that the ferry may not be able to use the berth in windy conditions.
- the vessel may not be able to berth at very low tide levels, meaning that some sailings are likely to be cancelled.
- the vehicle carrying ability of the vessel may have to be restricted due to there being insufficient marshalling capacity.
- there will be an increase in foot passengers having to disembark and embark via the linkspan at high tides.

As a result of these potential restrictions, a project aimed at improving the current ferry terminal to accommodate the new vessel was initiated.

3. Options Considered and Preferred Options Identified

Following development of options, preferred options for each aspect of the proposed infrastructure have been identified. The layout drawing in Appendix A shows the proposed layout of the harbour. A summary of the options considered and the rationale for choosing the preferred options is shown in a table in Appendix B.

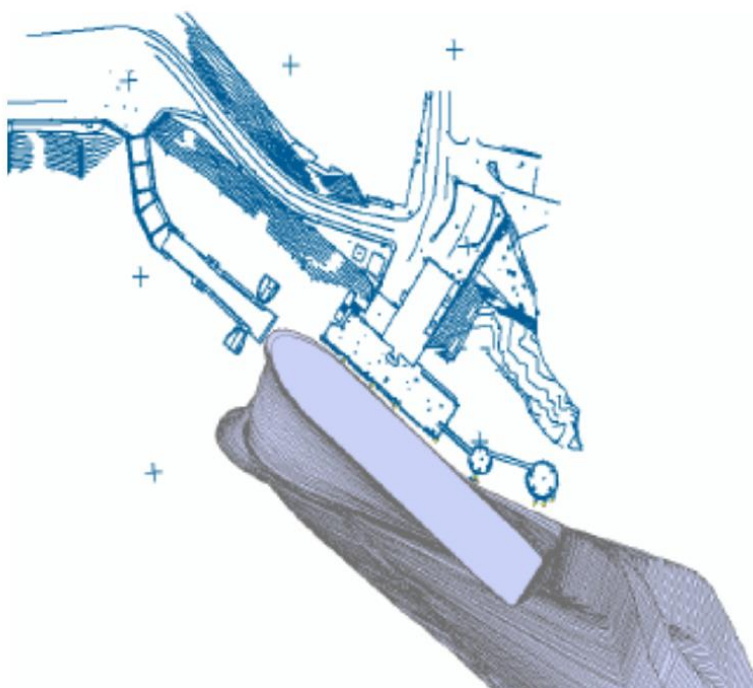
The delivery of the preferred options will be subject to an assessment of the environmental impact of the works. Consideration of these impacts, which will include consultation with stakeholders, will be included in an Environmental Impact Assessment (EIA) which will be progressed in the coming months.

A brief description of each element is given below:

Existing Pier: the existing pier does not have the capacity to withstand the berthing energies from the new vessel. In addition, this structure, having been built in the 1960s, is at the end of its serviceable life and is currently load restricted. It is proposed that the pier be reconstructed. Demolition and reconstruction will be carried out in stages to enable the ferry to continue to berth during the works.

Pier Extension: the current vessel uses two berthing dolphins constructed beyond the end of the existing pier. These are offset from the line of the pier due to the mode of berthing normally adopted (to suit prevailing winds). This mode of berthing is shown in the diagram below which was prepared following monitoring carried out using GPS equipment on MV Hebrides.

The new vessel, being longer than MV Hebrides, will extend further past the outer berthing dolphin. In addition, the berthing dolphins do not have the capacity to take the new vessel berthing forces without strengthening. To address these two issues, a new section of pier is proposed, extending beyond the position of the outer dolphin. The dolphins will be 're-used' by incorporating them into the extended pier structure rather than demolishing them. This new section of pier will be built on the same line as the existing dolphins, effectively forming a 'dog leg' in the pier to suit the normal mode of berthing.



Fendering: New fenders to the length of the pier, including the extension will be provided. These will be 'Parallel Motion Fenders' as provided at other developments in the recent past.

Dredging: An area to the front of the linkspan and along the front of the pier will be dredged to minus 5.0m Chart Datum along with an area to the South of the linkspan.

The dredge material will be a combination of sand and gravel and it is proposed that this be used to reclaim the area required for additional marshalling. Some further material from the dredge at Lochmaddy will be imported for use in the marshalling area.

Marshalling Area: It is proposed that the required additional marshalling and some carparking be provided by reclaiming an area to the South of the existing marshalling area, using the dredge arisings from Tarbert and Lochmaddy with any balance imported from a suitable quarry. The layout of the marshalling area will be improved, including the provision of a straight exit lane from the linkspan which will remove the need for larger vehicles to negotiate the tight turn from the existing exit lane on to the local road. The edge of the marshalling area shall be protected from erosion by rock armoured slopes, similar to those already present within this area of East Loch Tarbert.

Terminal Building: Due to the fact that the seaward passenger area of the terminal building is constructed on the existing pier (which requires to be reconstructed), this front section of the building will need to be demolished and reconstructed. The timing and form of this reconstruction is currently under discussion. Passenger ticket and waiting facilities will continue to be provided during this work.

Electrical Supply: Improvements to the electrical supply at the site are proposed in order to support overnight berthing of the vessel. A preliminary study has been undertaken by SSE and feasible solutions identified.

Water Supply: A new potable water break tank and associated pipework will be provided.

Passenger Access: a new passenger access gangway, approximately 20m long, will be supplied which will provide a maximum angle from the pier to the vessel of 20 degrees at high tide (MHWS). This compares to the current 16m long gangway which has a maximum angle of 25 degrees at MHWS.

4. Programme & Phasing of Options

Proposed phasing of the works is shown in the layout drawing in Appendix C.

There are three phases identified:

- Phase 1 – Vital works to safeguard existing structures and that must be done to enable the New Dual Fuel Vessel to berth without restriction (mainly pier reconstruction, pier extension, fendering, dredging, passenger access).
- Phase 2 – Further works that are required in order to be able to operate the service with the New Dual Fuel Vessel to its full capacity and requirements for overnight berthing of the vessel (principally marshalling area increase and power supply upgrade).

- Phase 3 - Further work that may be desirable but which, if not provided, will not stop the New Dual Fuel Vessel service from operating to its full capacity or which will be required in the medium to longer term to replace existing infrastructure (linkspan renewal, building upgrade and mechanical passenger access provision).

Currently it is proposed that Phase 1 and 2 works be progressed. The Programme for Phases 1 and 2 (delivered concurrently) shows completion in Summer 2019.

At present, there are no plans to progress Phase 3. It is not considered, given the low foot passenger numbers, that there is a business case for extension of the terminal building or provision of a mechanical passenger access system from the terminal building to the vessel. Also, the existing linkspan is in good condition, having been refurbished in 2010. It is not considered that this will require to be replaced until 2030 at the earliest.

5. Cost Estimate

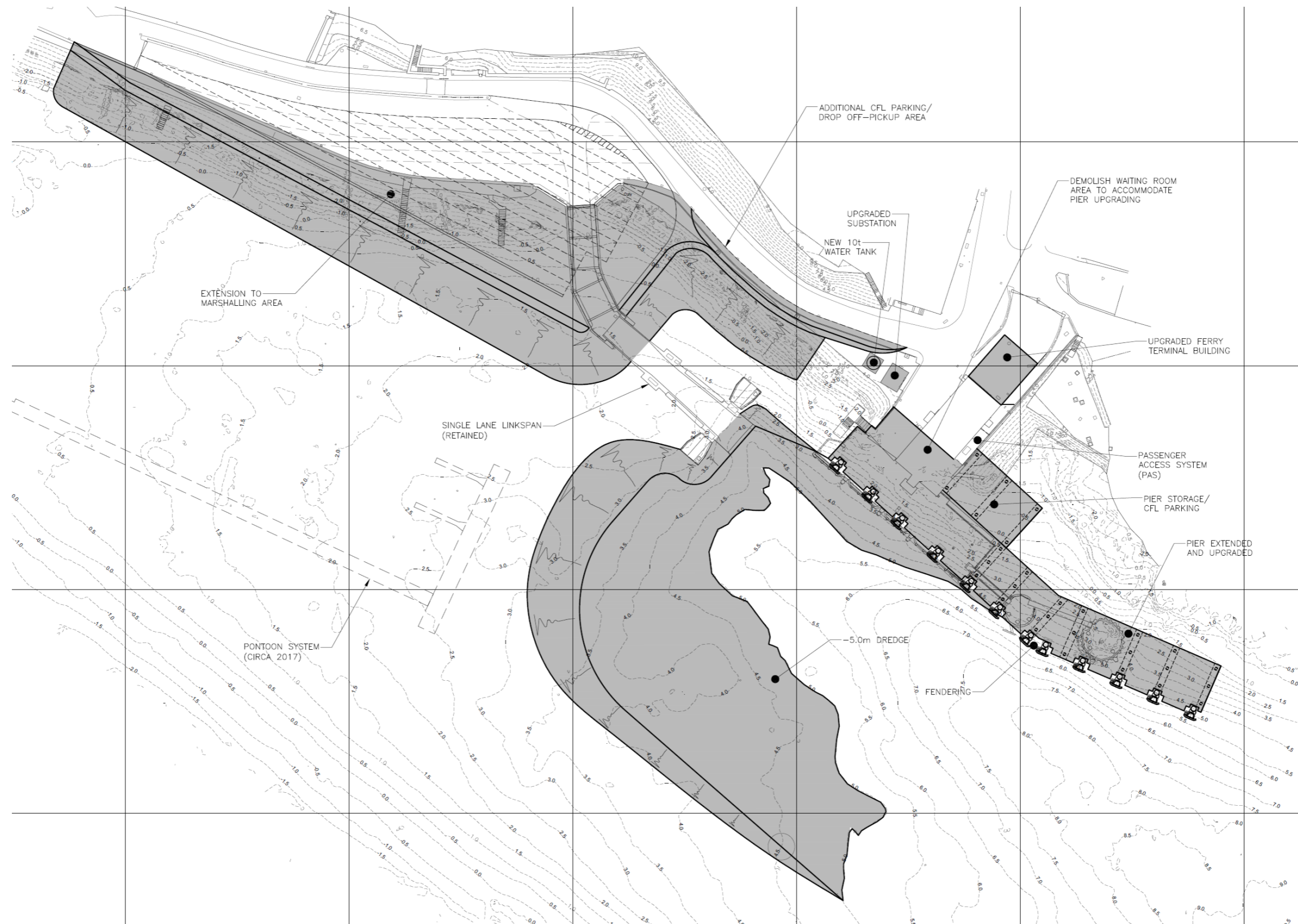
The current total estimated cost for the detailed design and construction of Phases 1 and 2 is as follows:

Phase 1: £10.715m

Phase 2: £ 2.980m

Total £13.695m

Appendix A- Proposed Tarbert Layout

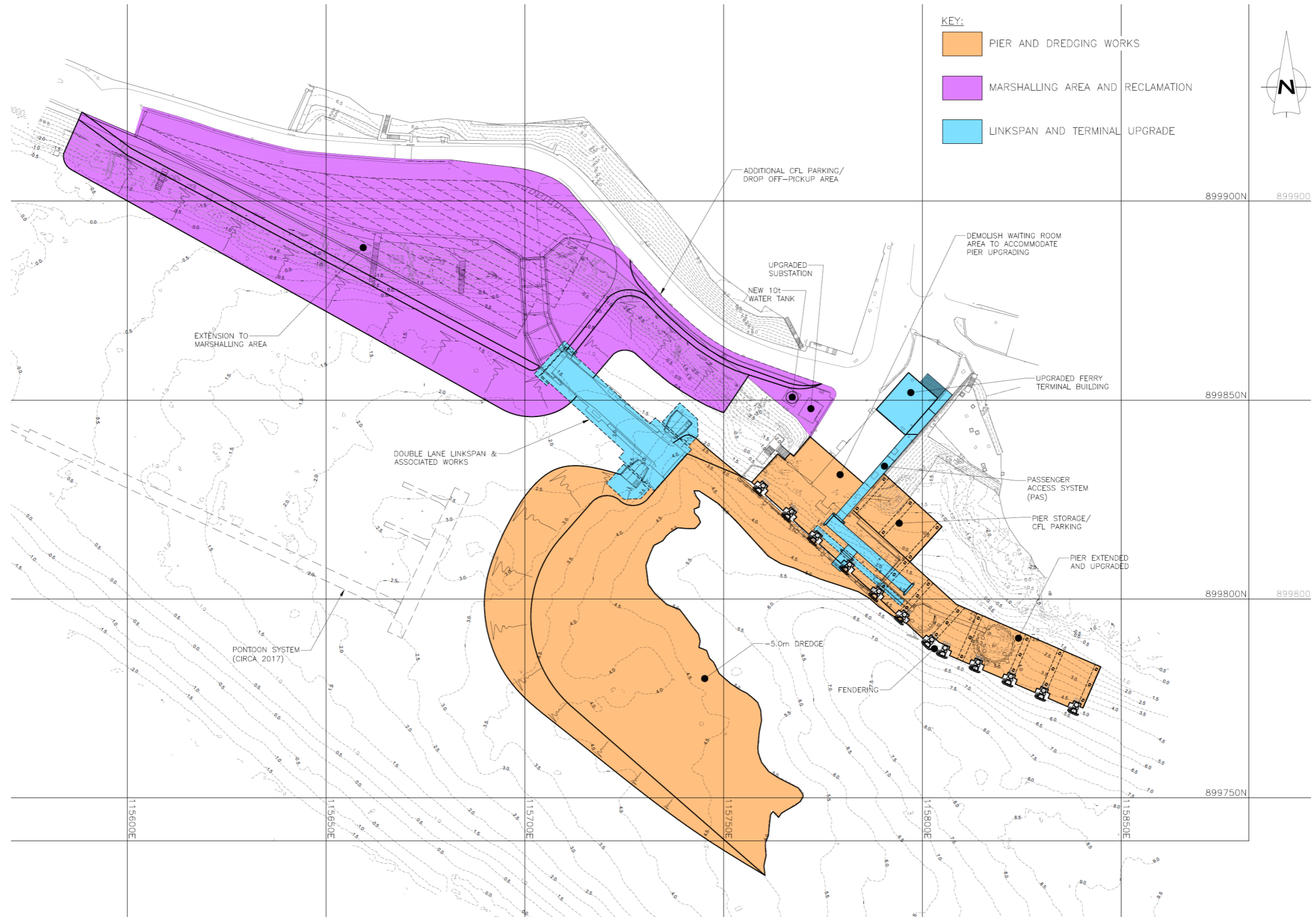


Appendix B- Infrastructure Options and Preferred Options

Infrastructure Element	Issues identified	Options Considered	Preferred Option	Reason for preferred option
Pier	Existing pier does not have the capacity to take the increased berthing forces from the new vessel and the pier is not in good condition.	<ol style="list-style-type: none"> 1. Reconstruct pier by driving new piles and 'overdecking' existing pier using the existing deck as formwork 2. Demolish pier and extract piles. Reconstruct pier once existing pier is removed 	Reconstruct pier by driving new piles and 'overdecking' existing pier using the existing deck as formwork	This option should allow the pier to remain in use during reconstruction works hence reducing impact on services (passengers may have to use the linkspan for access during works but pier could still be used for ferry berthing)
	Greater length of vessel means that existing berthing dolphins are not in the position required to facilitate berthing. Existing dolphins do not have the capacity to take the increased berthing forces from the new vessel	<ol style="list-style-type: none"> 1. Construct new berthing dolphin to the East of the existing dolphin to suit longer vessel, demolish existing outer dolphin 2. Demolish dolphins and rebuild/extend as either sheet piled or suspended deck 3. New single deck pier area, tied in to the existing pier / dolphins where possible 	New single deck pier area, tied in to the existing pier / dolphins where possible	Preferred option can utilise capacity of existing dolphins (rather than demolishing) if incorporated into structure. Can be constructed 'off line' without disrupting ferry service.
Fendering	Existing fendering has insufficient capacity for new vessel	1. New fendering required.	Install new Parallel Motion Fenders (PMFs)	These are considered to be the most appropriate fenders for these vessels as the panels remain vertical regardless of where the vessel impacts, hence avoiding secondary hull contact (which should be avoided). Other fender systems not considered in any detail due to PMF proven suitability
	Existing fendering levels are unsuitable for the new vessel	1. New fendering required.		
	Existing fendering results in high vessel belting loads and secondary hull contact	1. Parallel Motion Fenders (PMFs)		
Water Depth	Insufficient depth in areas at lower tide levels	1. Dredging	Dredging in front of linkspan, along ferry berth side of the pier and to the south of the linkspan to -5.0m Chart Datum.	Dredge to -5.0m dictated by vessel draught.
Marshalling Area	Insufficient marshalling capacity to accommodate new vessel carrying numbers	1. Reclaim to form additional marshalling to the South of the existing area	Reclaim to form additional marshalling to the South of the existing area, tied into existing paving areas and bankseat.	Given existence of other features and the topography of the site, this is considered to be the only feasible solution.
Electrical Supply	Insufficient power supply on site to support ship to shore power for overnight berthing	<ol style="list-style-type: none"> 1. Reinforcement of network capacity to provide dedicated secure supply to the pier 2. Provision of supply from existing network capacity but with less security of supply 	Provision of supply from existing network capacity but with less security of supply	The difference in cost to provide a dedicated secure supply is substantial. Even with a less secure supply (where power may be cut off where demand in the network is unusually high), the frequency of power loss is estimated to be very low (note that the supply to the terminal, linkspan and lighting would be unaffected).
Water Supply	Insufficient flow rate to provide volume of potable water. Area of existing pipework and lack of a break water tank is non-compliant with current standards.	1. Renew existing pipework and provide potable water storage break tank	Renew existing pipework and provide potable water storage break tank	Proposed solution in line with required standards. Only real consideration will be the position and size of the storage tank.
Passenger Access	Existing gangway will be too steep	<ol style="list-style-type: none"> 1. Provide new gangway to reduce angle to a maximum of 20 degrees at MHWS 2. Provide mechanical passenger access system from the terminal building to the vessel 3. Provide raised platform on pier to reduce size and slope of gangway 	Provide new gangway to reduce angle to a maximum of 20 degrees at MHWS. Increase overall deck level to limit the length of the gangway to approximately 20m.	Providing raised platforms on piers has been done before elsewhere but not preferred as it restricted access along the pier. Mechanical access system not considered to be financially viable at this time due to number of foot passengers.

Infrastructure Element	Issues identified	Options Considered	Preferred Option	Reason for preferred option
Fuel Supply	No LNG bunkering planned. Periodic MGO bunkering only	No action	No action	No action
Terminal Building	Seaward passenger area of the terminal building is constructed on the existing pier (which required to be reconstructed),	<ol style="list-style-type: none"> 1. Demolish front of building, provide temporary accommodation and reconstruct front of building on completion of pier works 2. Construct new passenger area to the North of the existing building in advance of the pier works, demolish front section of building and make good gable end. 	Construct new passenger area to the North of the existing building in advance of the pier works, demolish front section of building and make good gable end.	Space on site will be very restricted for temporary accommodation during the pier works. Advanced works to form new passenger area means that this part of the work could be completed before the pier works.
Linkspan	Current linkspan acceptable (thought to have 15-20 years of serviceable life remaining)	No action	No action	No action

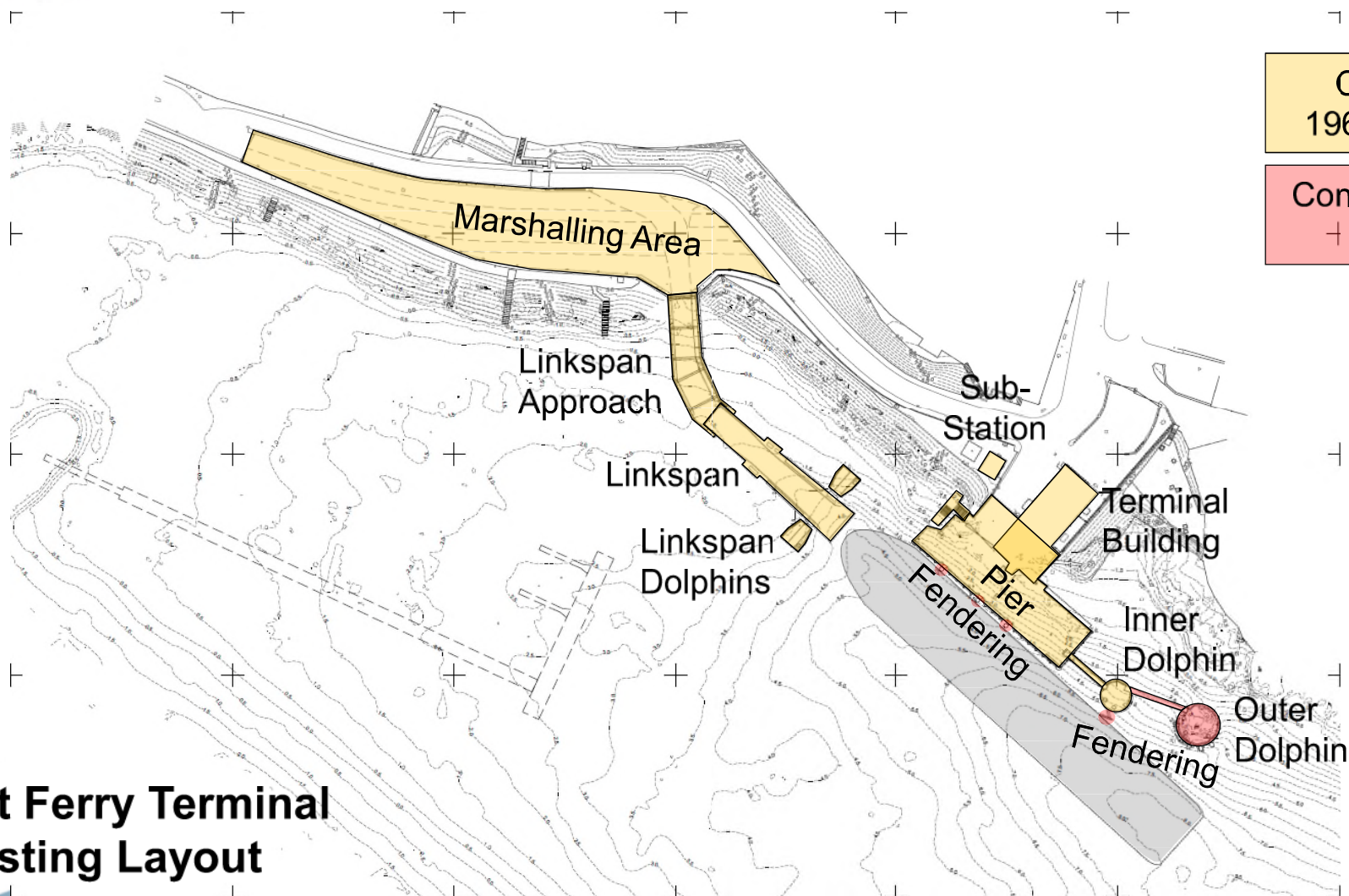
Appendix C- Proposed Phasing of Works



Appendix 8: Exhibition 1 - Presentation



Tarbert Ferry Terminal- Proposed Infrastructure Works



**Tarbert Ferry Terminal
Existing Layout**

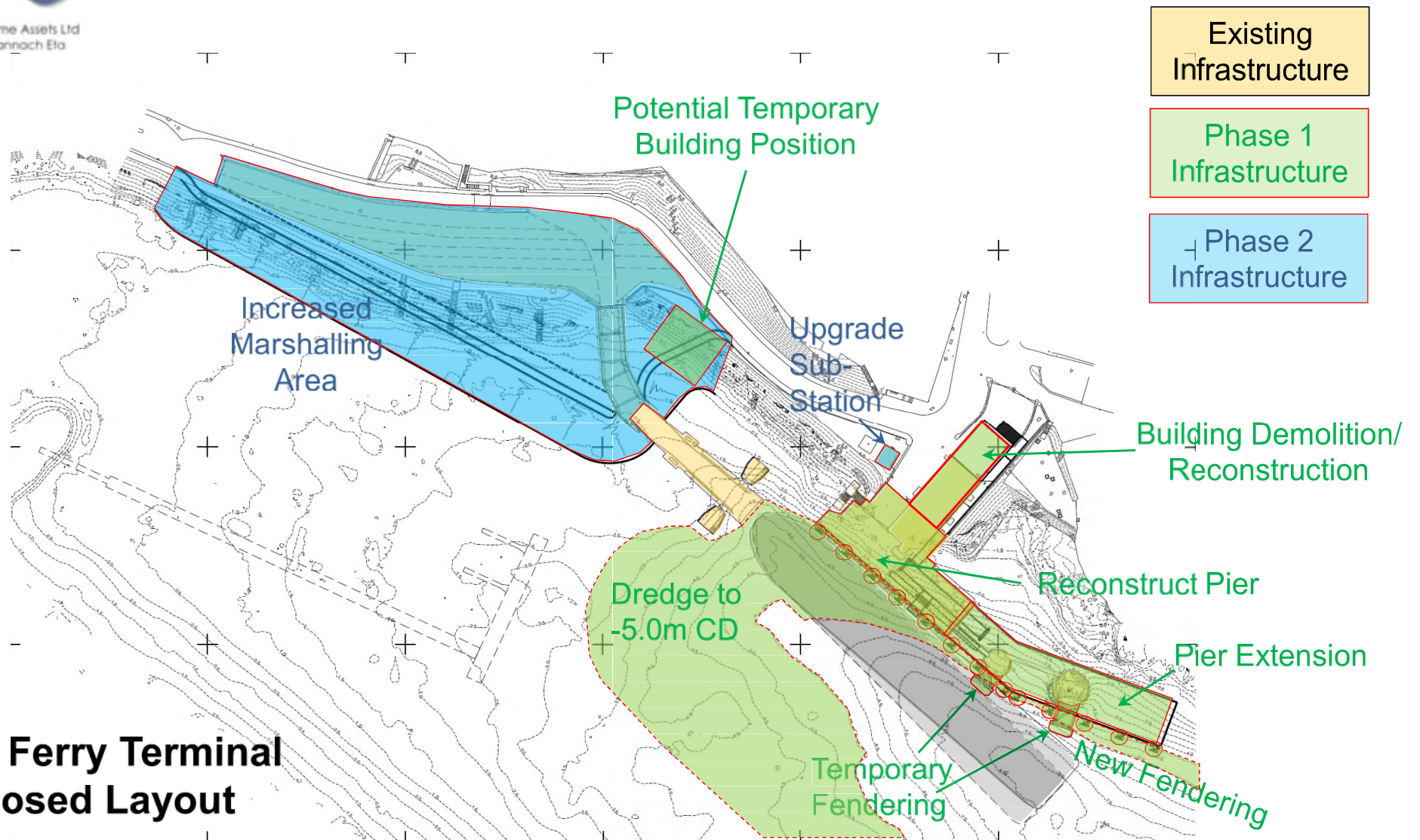
Proposed Infrastructure Works

- Phase 1: works considered as essential to operate the ferry without berthing restrictions:
 - Dredging- to accommodate deeper draught of new vessel
 - Temporary fendering- to push out berthing line to enable construction behind berthing line (removed on completion)
 - Pier Extension- to accommodate berthing & mooring requirements of longer vessel
 - Pier Reconstruction- to replace current section of pier and provide sufficient capacity for new vessel berthing
 - Fendering- to provide new fenders capable of accommodating larger vessel
 - Terminal Building- front section sits on pier so demolition & reconstruction required to enable pier reconstruction

Proposed Infrastructure Works

- Phase 2: works required to be able to operate the service/vessel to full capacity (mainly marshalling area extension)
 - Marshalling Area Extension- reclaimed using arising from dredge operation. Surfacing and completion later in project
 - Power Upgrade- additional electrical power capacity to pier
- Phase 1 and 2 likely to be delivered under one construction contract so no time gap between phases

Tarbert Ferry Terminal Proposed Layout



Environmental Considerations

During the design process for Tarbert, environmental considerations have included:

- Ornithology and Otters
- Traffic and access
- Cultural heritage
- Terrestrial and marine habitats
- Marine mammals
- Landscape and Visual



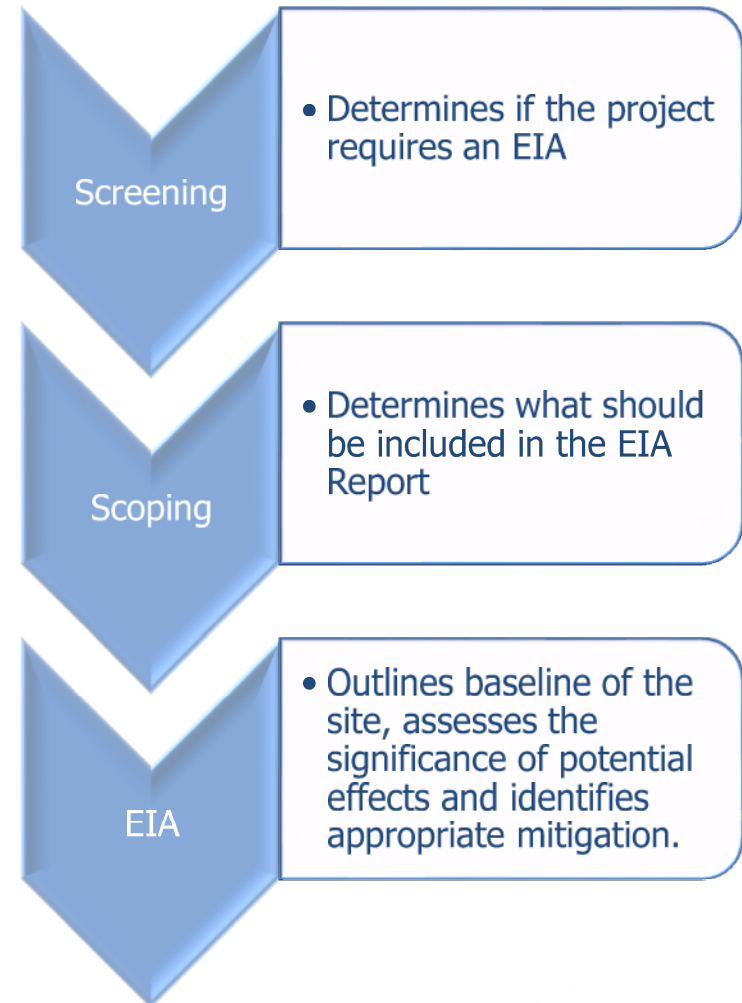
If required an EIA assessment will be undertaken on any topics that have the potential to cause significant affects.

Consent Requirements

- Marine Licence
 - Required for construction below mean high water springs such as dredging, piling and pier construction.
- Harbour Revision Order
 - Works above the mean low water springs are consented under the Lochmaddy and East Loch Tarbert (Improvement of Piers &c.) Confirmation Act 1984. This grants permission to CMAL to provide and improve the facilities of the Tarbert Ferry Terminal. This is currently being updated to include the entire footprint of the development.
- European Protected Species Licence
 - Required if the construction activities will likely affect European Protected Species such as dolphins, harbour porpoises and European otters.

Consent Requirements - EIA

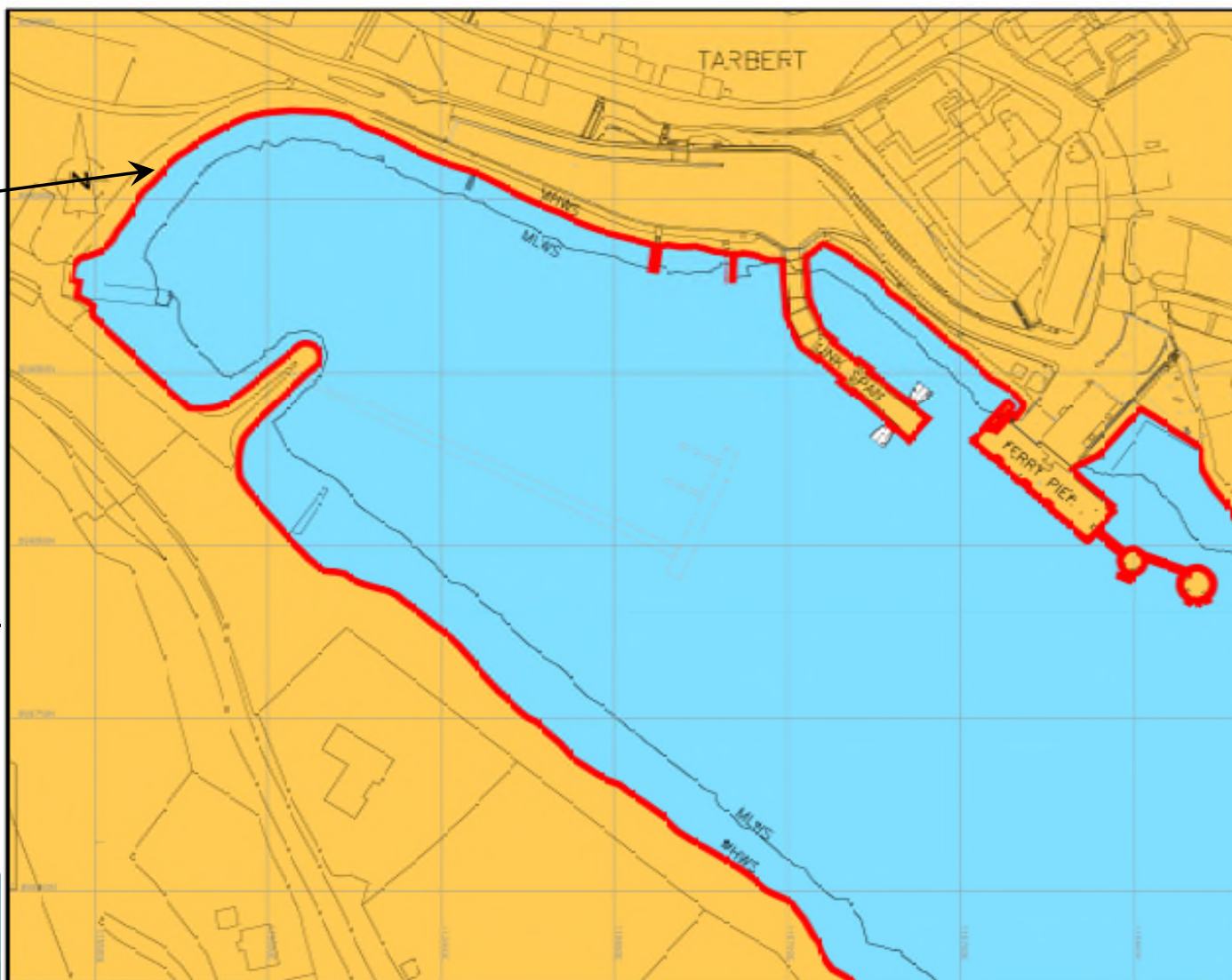
- An Environmental Impact Assessment (EIA) Screening Request was submitted to Marine Scotland and Transport Scotland on the 22nd of June 2017.
- We are awaiting their opinion regarding the need for an EIA.
- If an EIA is required, a scoping document will be developed to determine which aspects have the potential for significant impacts and require additional assessment.
- Following this, if required, an EIA Report will be completed and submitted in support of the Marine Licence and HRO applications.



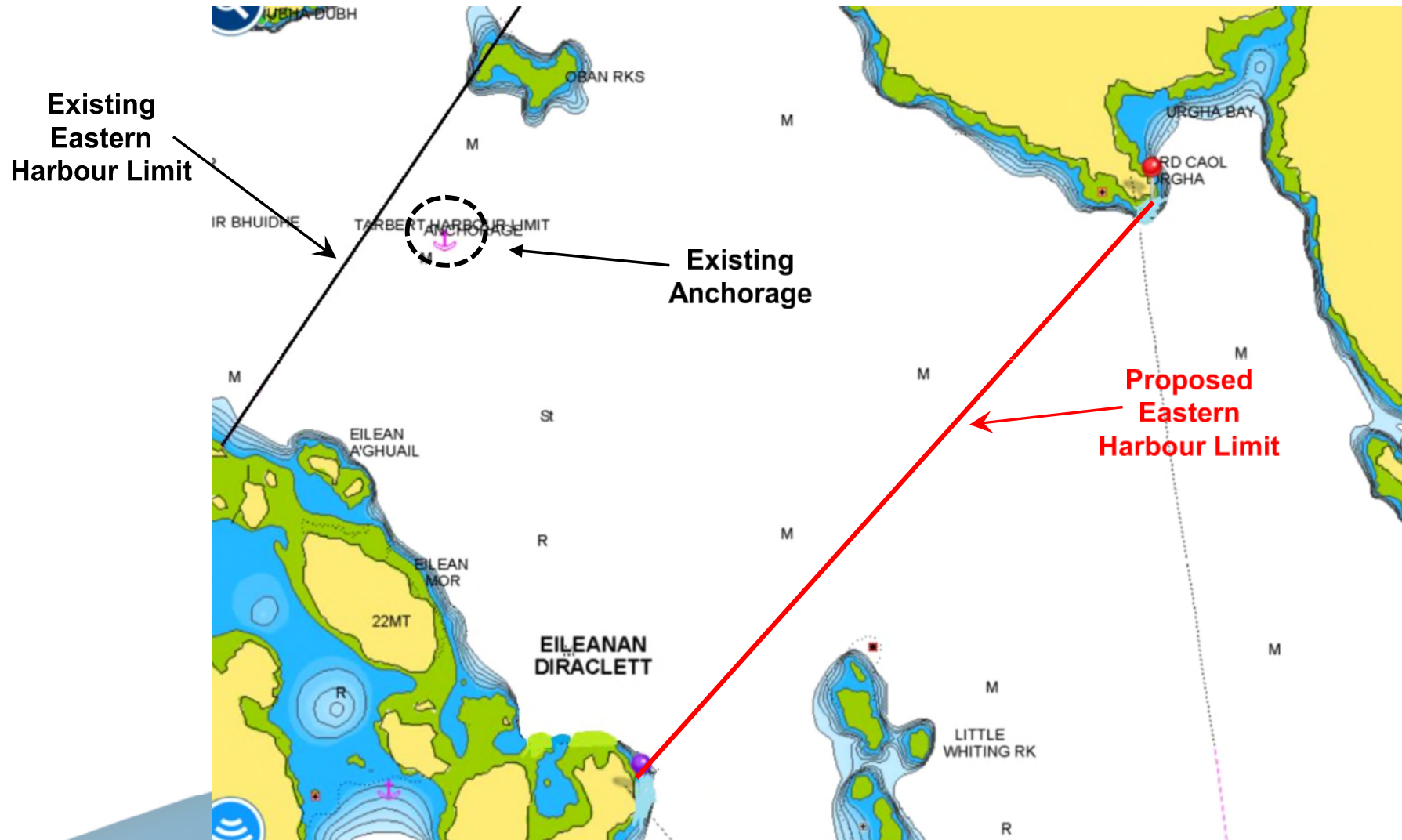
Proposed Harbour Revision Order

**Proposed
Westward
Seaward
Harbour Limit**

**Existing
Westward
Seaward
Harbour Limit**



Proposed Harbour Revision Order



Appendix 9: Exhibition 2 – Questionnaire

Your views on the potential Skye Triangle Ferry Terminal Upgrades

To assist in the design and community consultation of the Skye Triangle Ferry Terminal Upgrade, it would be appreciated if you could complete and return the following questions.

This is an anonymous survey and the results will be summarised and used to inform the proposed development, together with the findings from other engagement activities.

What aspects of the project are you most interested in?

Construction ☐ Ferry Upgrade ☐ Access ☐
Environment ☐ Please specify: _____
Other, ☐ Please specify: _____

Do you have any specific comments or questions regarding the proposed Terminal Upgrades?

Which Ferry Terminals are you particularly interested in (tick all that apply)?

Lochmaddy ☐ Uig ☐ Tarbert ☐

How often do you utilise the current ferries?

weekly ☐ monthly ☐ twice a month ☐
quarterly ☐ less than quarterly ☐

On a scale of 1 to 5, Do you consider that we have provided sufficient information to give you a clear understanding of the proposed upgrade works (5 is excellent and 1 is very poor)?

If you do not believe we have provided sufficient information, please let us know below what further information we could provide going forward

****Please turn over and complete the remainder of the form****

Taking account of the information provided, do you think the developments should go ahead?

Yes ☐ No ☐

Please provide reasoning:

Do you want your comments included in the marine licence submission?

Yes ☐ No ☐

To ensure we include the views of people from across the community, please can you tell us about yourself.

What is your postcode:

Are you

Male? ☐ Female? ☐

How old are you?

Under 16 yrs ☐ 16-24 yrs ☐ 25 – 39 yrs ☐

40 – 59 yrs ☐ 60 yrs plus ☐

Are you?

Employed ☐ Student ☐ Retired ☐

Self employed ☐ Other ☐

In the future, would you like us to keep you updated on the progress of the projects?

If you do not wish to receive these updates, please tick this box ☐

If you do wish to receive these updates tick the relevant box and fill in the required information

Newsletter ☐

Name:

Address:

Postcode:

Email ☐

Email Address:

Website ☐

No information required. You can access anytime at

www.cmassets.co.uk/project/skye-triangle-infrastructure-works

By entering your details we will include your details on our contact database and retain them in accordance with the Data Protection Act and will keep you updated on developments regarding the potential ferry terminal upgrades.

Thank you for completing this questionnaire. Please either:

- hand it in to a member of our team today,
- email it by 31st March 2018 to operations@cmassets.co.uk.
- post it back to us by 31st March 2018 at the address adjacent.

Caledonian Maritime Assets Ltd
Municipal Buildings
Fore Street
Port Glasgow, PA14 5EQ

Additionally, this form may be completed online at www.cmassets.co.uk/project/skye-triangle-infrastructure-works until 31st March 2018.

Appendix 10: Exhibition 2 – Display Boards

New Vessel & Need for Harbour Improvements

NEW FERRY

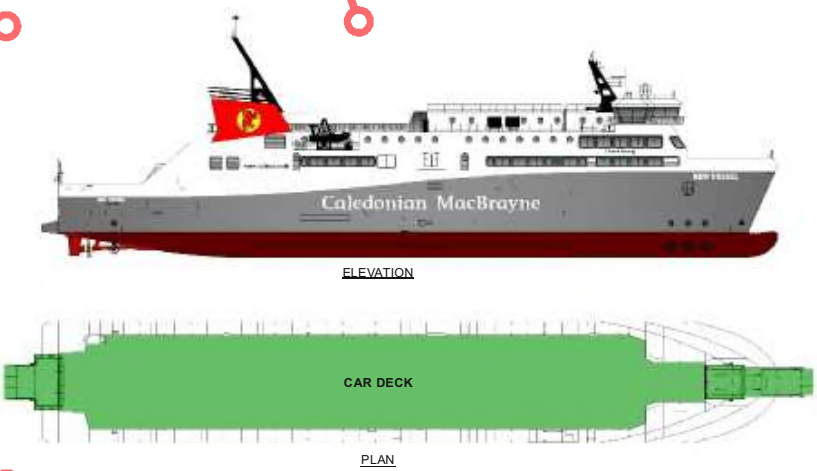
Caledonian Marine Assets Limited (CMAL) have invested in a new vessel for use on the Uig, Lochmaddy, Tarbert ferry routes (the Skye Triangle).

DUAL FUEL

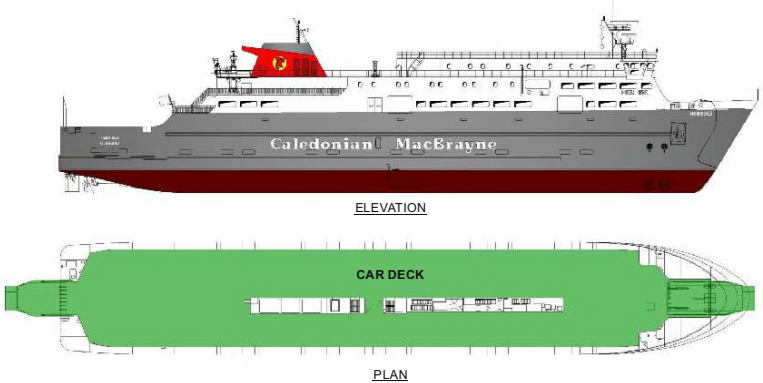
The new vessel is dual fuel, with the ability to utilise both marine gas oil and Liquefied Natural Gas (LNG). It is proposed that the LNG fuelling infrastructure be installed at Uig.

CLIMATE CHANGE

The new vessel gives rise lower greenhouse gas emissions.



PROPOSED NEW VESSEL



MV HEBRIDES

IMPROVED INFRASTRUCTURE

The larger ferries require infrastructure upgrades at all three harbours, to allow the heavier vessels to be moored safely.

DREDGING

The harbours need to be dredged for the large, deeper vessel.

MARSHALLING

Marshalling areas need to be increased to accommodate the greater vehicle capacity of the new vessel.

Vessel Properties	Proposed New Vessel	MV Hebrides Current Vessel
Length (m)	102.4	99.4
Breadth (m)	17.0	15.8
Design Draught (m)	3.7 max 3.4 normal	3.2
Displacement (t)	4700	3500
Gross Tonnage (t)	7040 tbc	5506
Vehicle Lane (m)	605	485
No of Passengers	1000 max 650 internal seats	612
Service Speed (knots)	16.5	16.5

SKYE TRIANGLE INFRASTRUCTURE WORKS

Environmental Considerations

LANDSCAPE AND VISUAL

Due to Tarbert being in the South Lewis, Harris and North Uist National Scenic Area, an assessment of the landscape and visual impact of the improved ferry terminal will be commissioned.

TRAFFIC IMPACT ASSESSMENT

Traffic Surveys around Tarbert have been carried out to inform a Traffic Impact Assessment. This assessment will model the impact of the proposed road/marshalling area layout and increase in vehicle capacity of the new ferry.



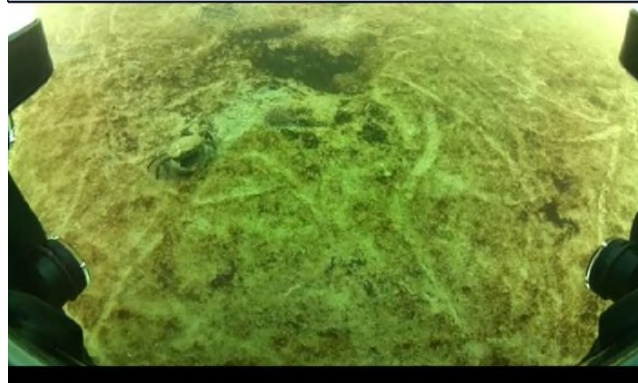
TERRESTRIAL NOISE SURVEYS

Baseline noise surveys were undertaken in December 2017. The results of these surveys will be used to determine the noise impact of the construction work and operation of the improved ferry terminal.



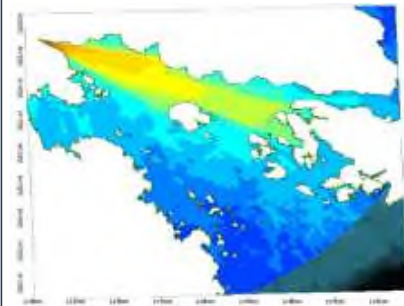
BENTHIC SURVEY

A Benthic Survey of the seabed was undertaken in December 2017 to understand the ecology of the seabed to assess environmental impacts and required mitigation measures. No protected species or habitats were found.



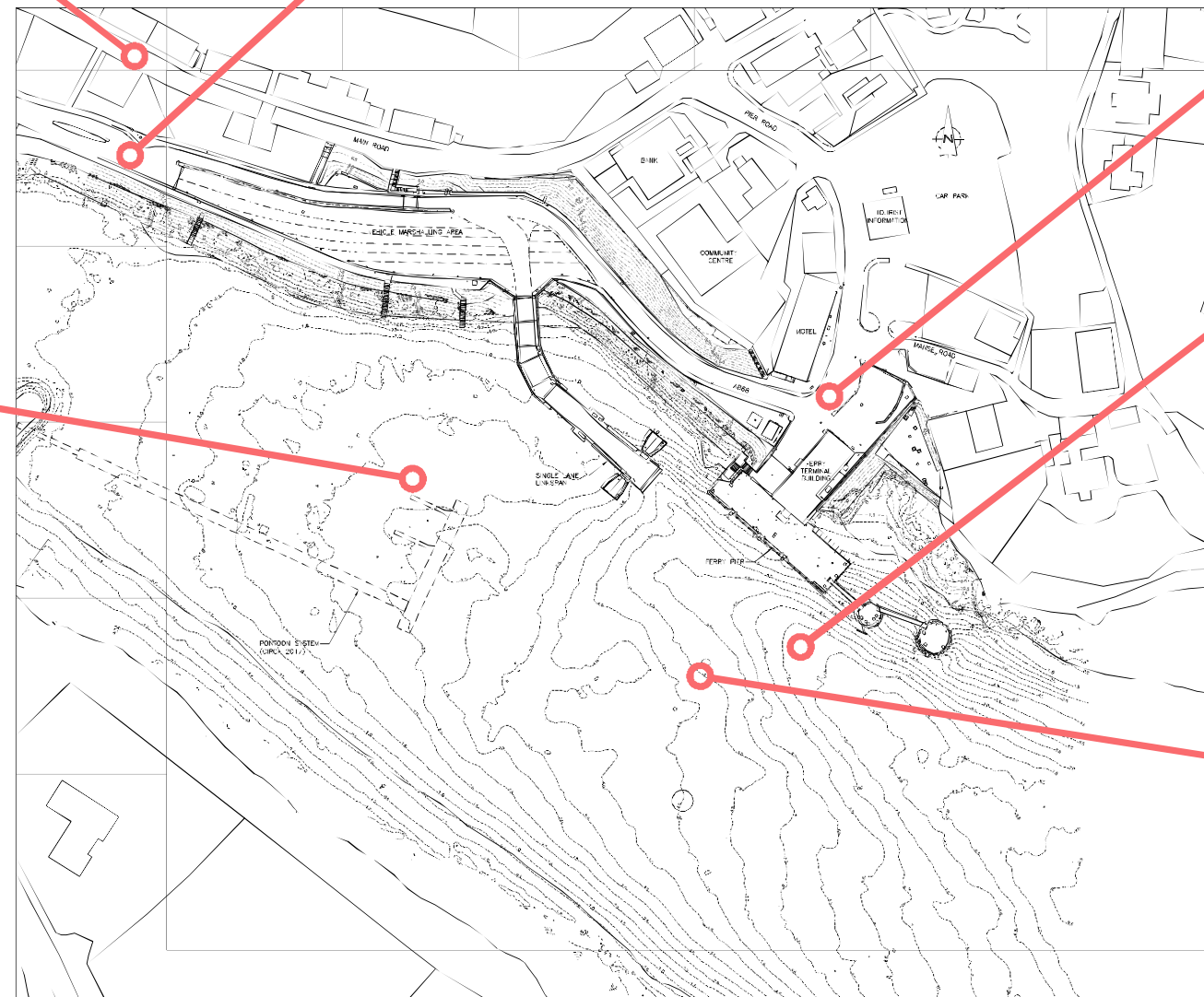
UNDERWATER NOISE STUDY

An underwater noise study has been commissioned to assess the impact of the construction works on marine mammals and determine the required mitigation measures. The zone of potential impact resulting from piling is limited due to shallow water and the complex bathymetry in the area.



DREDGE SAMPLING

Vibrocore Samples of the seabed material in the proposed dredge areas were taken in December 2017. These samples show that the dredge material is not suitable for re-use in the land reclamation and as such will have to be disposed of at a licenced sea disposal site.



Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Proposed Infrastructure

NEW FENDERING

New Parallel Motion Fenders will be mounted on pairs of tubular steel piles driven to bedrock.



TEMPORARY TERMINAL BUILDING

While the new terminal building is being constructed, a temporary building will need to be provided. This is likely to be sited in part of the reclaimed area near to the vehicle linkspan.

TERMINAL BUILDING

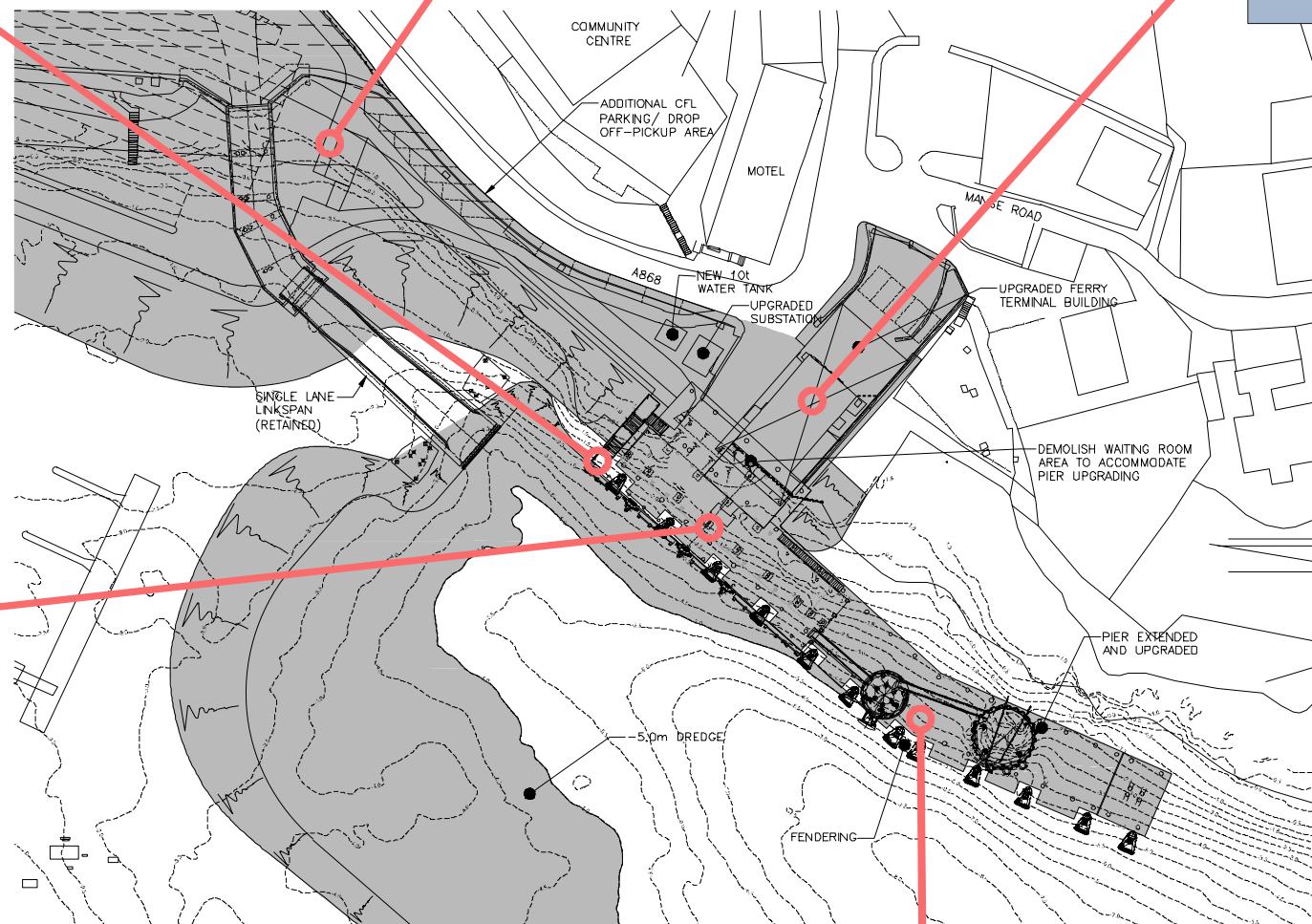
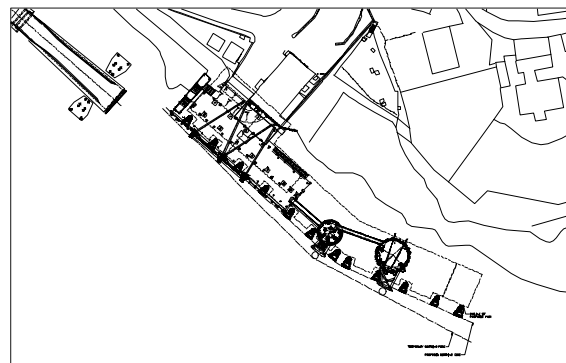
Original proposal was to demolish and reconstruct the front section of the building only as this sits on the pier which requires to be demolished. However, it has become evident that more of the building needs to be demolished than anticipated to allow construction of the pier

It is therefore proposed to demolish the building completely and construct a new fit for purpose terminal building which is being designed currently.



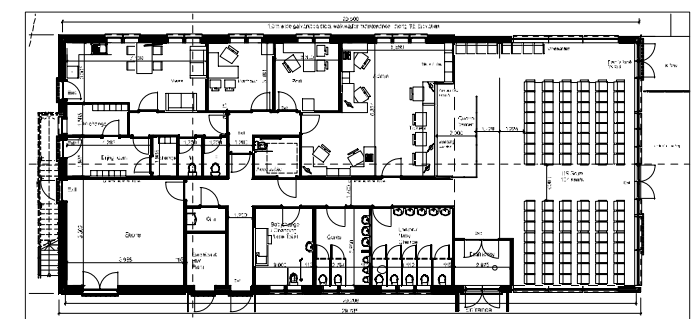
PIER TEMPORARY WORKS

To enable the pier to be demolished and reconstructed while maintaining the ferry service, a complex arrangement of temporary works will be required to support the existing fenders. These temporary works will be removed on completion of the pier and new fendering.



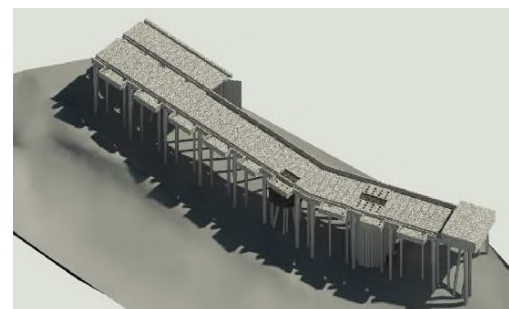
TERMINAL BUILDING

Key features of the building will include: Single storey construction with a pitched tiled roof; Circa 50% more floor area than current building; Greater passenger area and more seating; Fully accessible access and ticketing facilities; and 'Changing Places' facility included.



NEW PIER

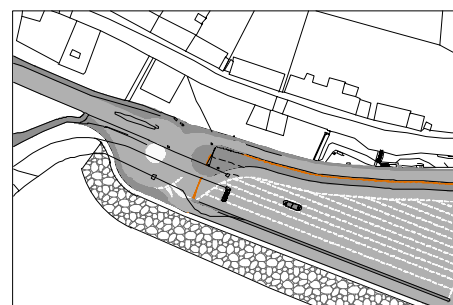
The existing pier was built in the 1960s and now needs to be replaced. The new pier will be longer than the existing structure to suit the new vessel. The pier will be constructed by driving steel tubular piles to rockhead and placing precast concrete beams and slabs which will be manufactured off site.



Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**





ROAD LAYOUT

As raised at the previous consultation event, there are currently 'turning issues' from both East and West of the marshalling area. These issues could potential worsen if traffic volumes increase. To address this a roundabout is proposed. A Traffic Impact Assessment will consider the effectiveness of the proposed solution and any alterations required.

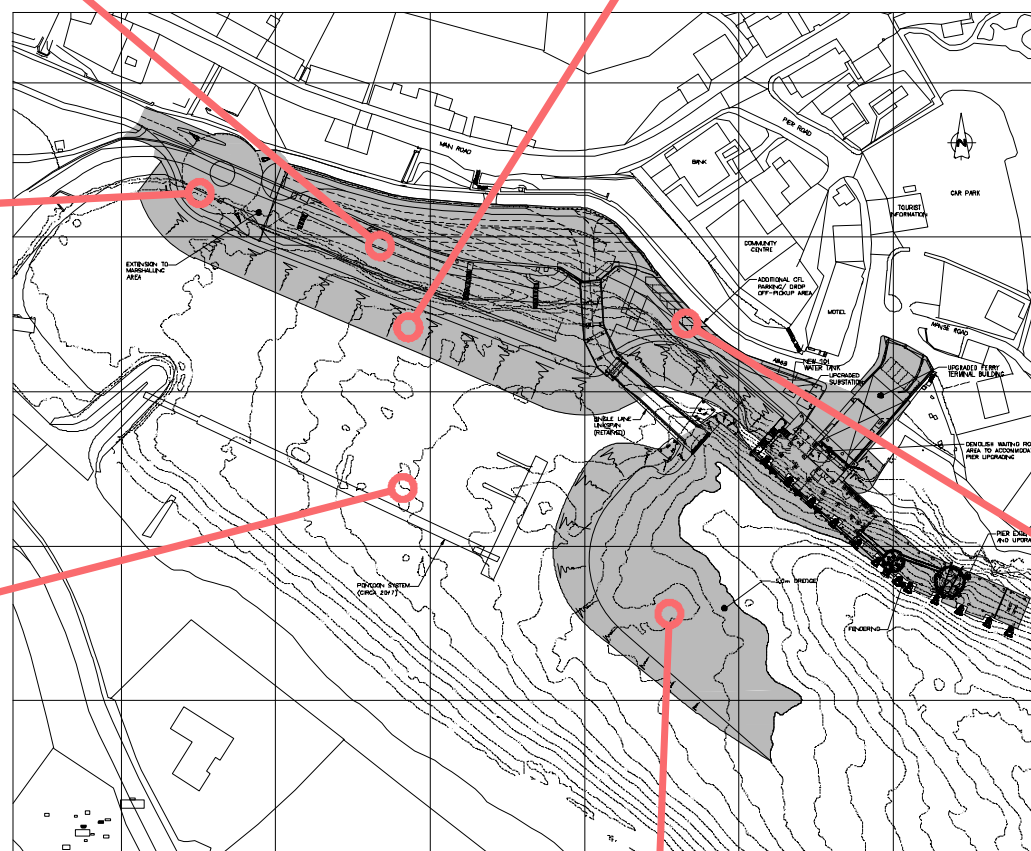
EXTENDED MARSHALLING AREA

The marshalling area will be extended by reclaiming an area from the sea. The proposed area will accommodate circa 140% of the new vessel capacity. This means that vehicles can be checked in normally within the marshalling area, hence reduced potential 'stacking' onto the local road.

LAND RECLAMATION

Land will be reclaimed from the sea to facilitate extension of the marshalling area. Material for this will be imported, most likely from a local quarry. The original intention was to try and 'win' this material from the dredge operation. However, recent sampling of the seabed material has shown this to be unsuitable.

Due to the results of the recent sampling, further investigation of the seabed materials will be carried out using a jack-up barge and drill rig to provide more information for the design of the reclamation.



DREDGING TOWARDS HEAD OF LOCH

At the September consultation event, comments had been received, suggesting that we should look to dredge this area as it would provide wider benefits locally. We have considered this and would have been willing to do this as it would have provided a 'win-win' situation. We could gain material needed for reclaim and larger craft could access the head of the loch. However, we have sampled the material and it is not suitable for use as infill and would have to be disposed of at significant cost.

We will be discussing this with the marina to see if we can work together on this to improve access.

DROP OFF AREA AND SHORT TERM PARKING

An area between the vehicle linkspan and the pier will be reclaimed to provide a bus stop/vehicle drop off area, limited short term parking and bicycle storage facilities.

FERRY BERTH DREDGING

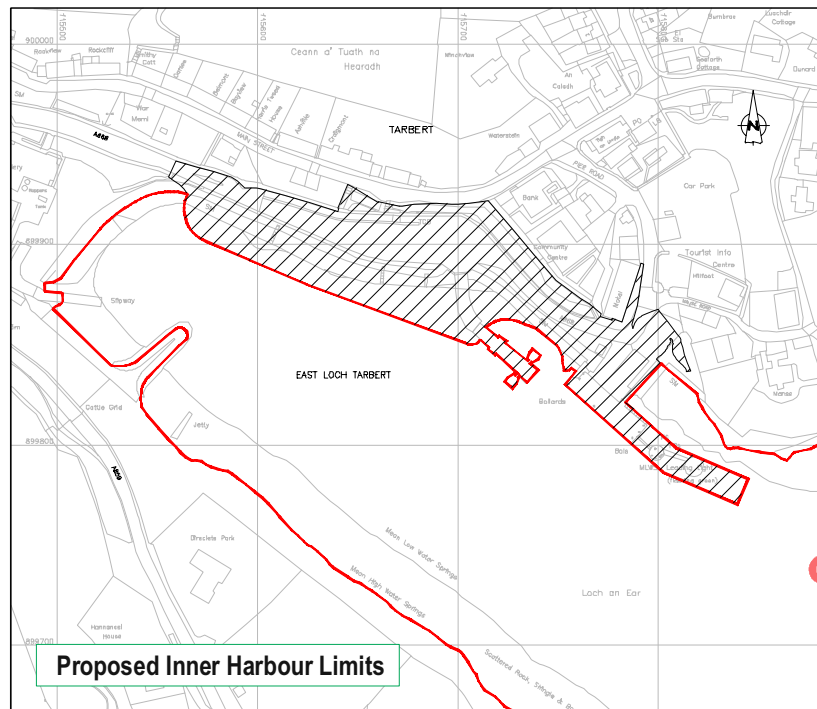
Recent sampling of the dredge material has been carried out. The material sampled is poorer than expected and is mainly formed of mud down to the proposed dredge depth.

It had been hoped that we could have used the dredge material for the reclamation but this will not be possible.

The result of this is that the material will have to be disposed of. Work is ongoing to identify the Best Practicable Environmental Option for disposal of this material.



Harbour Revision Order



CURRENT SITUATION

At the moment, CMAL's statutory harbour area only extends up to the approximate location of the vehicle linkspan. It does not cover the 'head' of the loch including the area of the pontoons. There is therefore no consistent Safety Management System and no clear responsibility for marine safety in inner East Loch Tarbert.

The proposal to extend the outer harbour limits is also aimed at providing improved safety management from where the loch starts to narrow Westwards towards Tarbert.

Marine activity in East Loch Tarbert is expected to increase. Therefore the proposed HRO will provide the legal framework for management of all marine activity in compliance with the Port Marine Safety Code.

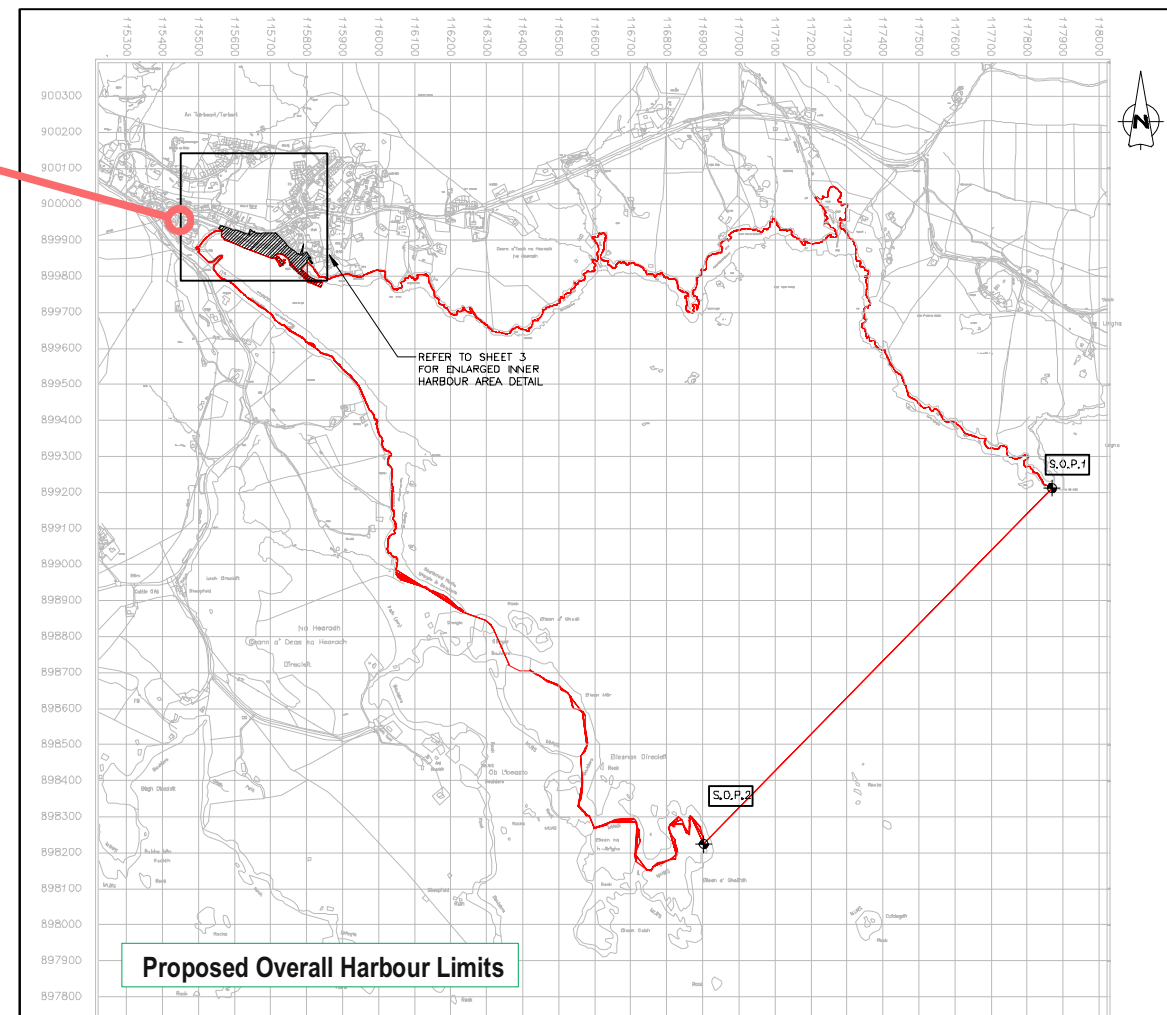
THE PROPOSAL

Extend the harbour area as identified to:

- Provide a conservancy environment with clear, simple and safe navigation
- Reduce navigation risk to as low as reasonably practicable
- Provide effective management and response to marine incidents
- Provide effective governance
- Have a single harbour point of contact, providing a seamless interface for users
- Ability to quickly implement the existing SHA safety management system
- Achieve full compliance with the Port Marine Safety Code

TIMESCALES

- Draft HRO to Transport Scotland for review - *February 2018*
- Formal submission of HRO to Transport Scotland with EIA - *June 2018*
- Formal consultation - *July/August 2018*
- Review and Management of Objections/Comments - *Aug to Oct 2018*
- Written Representations - *Oct/Nov 2018*
- HRO Decision - *Nov 2018*



Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Way Forward

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The EIA is underway. Seabed survey and sampling has been undertaken. Baseline terrestrial noise surveys have also been carried out.

A Traffic Impact Assessment, landscape and visual assessment, and underwater noise modelling are being progressed. The EIA report will be required for the HRO and Marine License application.

PROCUREMENT

Early engagement with potential suppliers has already started with a view to promoting the project and getting feedback from the supply chain on the best approach to procurement.

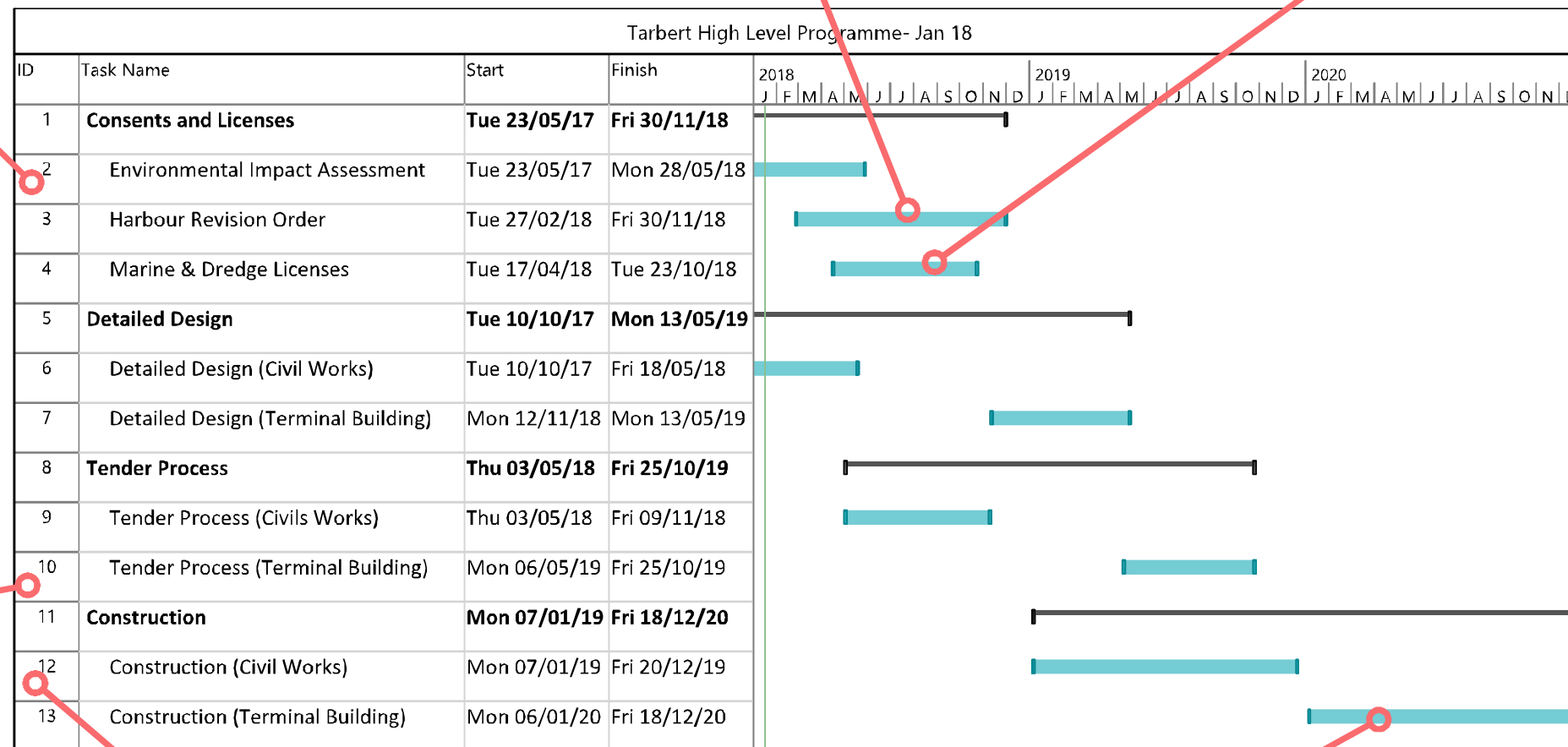
HARBOUR REVISION ORDER (HRO)

A draft HRO has been prepared and will soon be submitted to Transport Scotland for initial review. Formal consultation on the HRO will start around July 2018.

The HRO will be required prior to construction works commencing.

MARINE AND DREDGE LICENSES

Licenses will be required from Marine Scotland for dredging and construction works below mean high water springs.



CONSTRUCTION (CIVILS WORKS)

Construction can only commence when the HRO is made, so likely to be early 2019 for the pier, marshalling area and dredging. Work will last approximately 12 months.

Construction (TERMINAL BUILDING)

Due to the proximity to the pier works, it will be necessary to complete the pier works before the new terminal building is started. A temporary building will have to be in place until the new building is completed.

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**

Tarbert



Have Your Say !

INPUT

We would like to hear your thoughts on:

- The updated infrastructure plans for each of the harbours;
- Likes, dislikes and/or concerns.

We will use your feedback to inform our studies and proposals moving forward.



PROVIDING FEEDBACK

Please give us your views on the planned Terminal Upgrades by:

- Completing an online questionnaire at:
<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

This feedback will then be incorporated into the final design and environmental assessment, where practicable.



NEXT TIME

Once we have completed the majority of our Environmental Impact Assessment work and the detailed design of the Works, we will come and see you again.

We will present our findings and give you the last chance to provide feedback to us prior to the Marine Licence, Planning Consent and Harbour Revision Order submissions being made.



AFTER SUBMISSION

Marine Scotland, Transport Scotland, Highland Council's Planning Department and Comhairle nan Eilean Siar's Planning Department will carry out public consultation once the various applications are submitted.

During their consultation, comments should be provided directly to them.

THANK YOU

Thank you for taking the time to attend this Skye Triangle Consultation Event.

STAY IN TOUCH

For the latest project information see:
<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

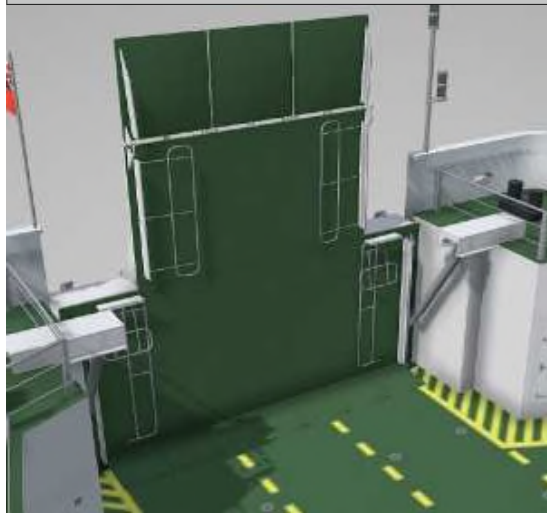
SKYE TRIANGLE INFRASTRUCTURE WORKS



Vessel 802

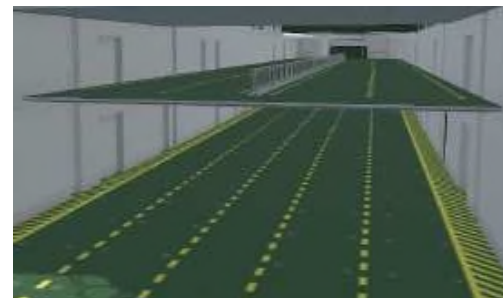
ADAPTABILITY

Several novel design features, including this sliding stern ramp, allow the vessel to operate at various linkspans on the West of Scotland.



VEHICLES

The vessel has been designed for modern cars, lorries and motor homes. Between the car deck and the hoistable mezzanine decks, this gives her 25% more vehicle space than the other ships in her class. The car deck has three passenger lifts and four passenger staircases. Furthermore, the car deck has an increased garage height of 5.1m below the stowed mezzanine decks.



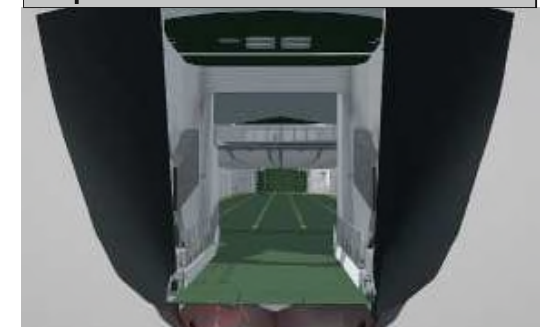
MAIN PARTICULARS

Length Overall = 102.4m
Breadth = 17m
Draught = 3.4m
Service Speed = 16.5 knots
Passengers = 1000
Cars = 130
HGV's = 16



BOW DOORS & RAMP

A novel two-part bow ramp is quick to operate which means turnaround time in port is minimised.



STERN

The vessel has a stern thruster that works with the bow thrusters to create lateral or rotational movement. Furthermore, the vessel boasts a set of high efficiency flap rudder.



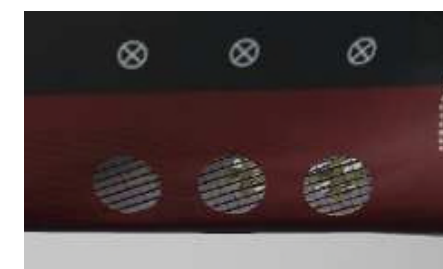
DUAL-FUEL

The vessel can operate on traditional MGO or cleaner LNG. An arrangement of auxiliary dual-fuel and diesel generators and shaft motors means that the vessel can be operated on 16 different operating modes. This ensures maximum efficiency, cleanliness and equipment lifespan.



BOW THRUSTERS

Three bow thrusters contribute to the ships increased manoeuvrability and station-keeping characteristics.



**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Passenger Accommodation Concept



DECK 5
Aft
Lounge

DECK 5
Forward
Lounge



DECK 6 & 7
External
Lounge



DECK 6
Observation
Lounge

CHALLENGES

Accommodate 1000 passengers
Feed 1000 passengers
Facilitate 1000 passengers
LSA for 1000 passengers
Range of Comfortable Seating
Accessibility for Everyone



SKYE TRIANGLE
INFRASTRUCTURE WORKS

Passenger Accommodation Concept



AFT LOUNGE

The aft passenger lounge on Deck 5 seats 250 people and consists of: a viewing lounge, family lounge, two pet areas, kids area, retail outlet and shop, ladies and gents WC's, a fully accessible WC, and baby changing facilities. This lounge has two lifts and two staircases.



FORWARD LOUNGE

The forward passenger lounge on Deck 5 seats 240 people and consists of: three dining areas, the galley and servery, electronic games area, tourist information area, and luggage racks. This lounge also has two lifts and three staircases.

OBSERVATION LOUNGE

The observation lounge on Deck 6 seats 160 people and consists of: recliner viewing lounge, alternative lounge, quiet lounge, vending machines, ladies and gents WC's and an accessible WC.

EXTERNAL SEATING

The vessel has two fully accessible external seating areas: one covered area on Deck 6 and one large open area on Deck 7. There are a total of 350 external seats.



**SKYE TRIANGLE
INFRASTRUCTURE WORKS**

Appendix 11: Meeting – Presentation

What are Harbour Revision and Empowerment Orders?

Statutory Harbour Authorities must conduct themselves in accordance with the powers they are granted by statute. If they wish to amend their existing powers and / or introduce new powers they need to do so by making an application to amend existing harbour legislation or to introduce new harbour legislation. This can be done by making an application for a harbour revision or harbour empowerment order under the Harbours Act 1964.

Harbour orders which authorise the carrying out of development works are known as 'works orders'. Those which are administrative (i.e. amending the constitution of a harbour authority or its borrowing powers) by nature are known as 'non-works orders'. If a 'works order' is granted to carry out works then terrestrial planning permission may not be required. However, a marine licence and if necessary, listed building consent is still needed.

Why do we need one for Tarbert (Harris)?

In compliance with the requirements of the Port Marine Safety Code, CMAL harbour authority must discharge its general and specific statutory duties in respect of:

- the regulation of traffic and safety of navigation within its jurisdiction;
- the conservancy of the harbour and its seaward approaches;
- the protection of the environment within the harbour and its surroundings; and ensuring so far as reasonably practicable the safety at work of its employees and other persons who may be affected by its activities;

and for these purposes will:

- facilitate the safe movement of vessels and craft into, out of, and within the harbour/facility;
- carry out the functions of the Authority with special regard to their possible impact on the environment;
- prevent acts of omissions which may cause personal injury to employees or others, or damage to the environment;
- create and promote an interest and awareness in employees and others with respect to safety and protection of the environment; and
- Work with government agencies and others to comply with national legislation in respect of the management of environmentally designated areas and the biodiversity of harbour waters, including, 'where technically feasible and not disproportionately costly', measures to achieve 'good ecological status'.

Legal Framework

Types of order

The Harbours Act 1964 gives powers to Scottish Ministers to make various types of harbour order, for the purposes of introducing new harbour legislation or amending existing harbour legislation of local application to a specific harbour or group of harbours.

Section 14 harbour revision orders (HROs)

Orders under section 14 can be applied for by the harbour authority concerned in improving, maintaining or managing a harbour in the exercise and performance of statutory powers and duties, or by a person, or a body representing persons, having a substantial interest in the harbour. The order must be in the interests of the harbour and may be made for achieving all or any of the objects specified in Schedule 2 of the 1964 Act. An HRO can extend or modify existing statutory powers and/or authorise works.

Pre-application consultation

CMAL will consult as widely as possible, particularly if the proposal contains works which may impact on local environments. The consultee list below is not exhaustive and is provided for guidance only

- Scottish Natural Heritage (SNH)
- Scottish Environment Protection Agency (SEPA)
- Maritime and Coastguard Agency
- Northern Lighthouse Board
- Marine Scotland (Marine Licensing team)
- Transport Scotland (where there are road/rail impacts)
- Crown Estate
- Local Planning Authority
- Local communities and neighbouring areas/facilities

Decision and timescales

In making the decision on whether or not to make the order or to make it with modifications, Ministers will consider:

- any environmental statement provided
- the results of any consultation
- any objections made and not withdrawn
- any representations made
- the report of any enquiry or hearing
- any written representations by the applicant or objectors

Following consideration, a formal decision letter will be issued to the applicant, copied to consultees and objectors, and published on the TS website.

An order will usually be made within a short period of the decision letter being issued, depending on the complexity of the order and any modifications to it.

Timescales

The timescales for the various stages will vary in line with a number of factors, in particular the complexity of the proposal, the degree of public interest, and the nature and numbers of objections.

SCOTTISH STATUTORY INSTRUMENTS

201[X] No.[X]**HARBOURS, DOCKS, PIERS AND FERRIES****The Caledonian Maritime Assets (East Loch Tarbert)
Harbour Revision Order 201[X]***Made* - - - - 201[X]*Coming into force* - - 201[X]**CONTENTS****PART 1****Preliminary**

1. Citation and commencement
2. Interpretation

PART 2**Works**

3. Power to construct works
4. Power to deviate
5. Subsidiary works
6. Power to dredge
7. Obstruction of works
8. Works to be deemed part of the harbour
9. Period for completion of works
10. Works to be within area of Comhairle nan Eilean Siar

PART 3**Duties and Powers of CMAL**

11. Limits of harbour
12. General power in respect of harbour
13. Power to appropriate parts of harbour, etc.
14. Power to lease, etc.
15. Power to enter into arrangements to provide supplies
16. Parking places
17. Moorings
18. Power to licence tugs
19. Power to regulate pleasure craft

PART 4

Harbour Regulation

20. General Directions to vessels
21. Power to make further general directions
22. Publication of general directions
23. Special directions to vessels
24. Master's responsibility to be unaffected
25. Failure to comply with directions
26. Enforcement of special directions
27. Declaration of draught, etc. of vessel
28. Obstruction of officers, etc.
29. Boarding of vessels
30. Vessels adrift
31. Removal of obstructions other than vessels, vehicles or wreck
32. Removal of vehicles
33. Power to remove goods

PART 5

CHARGES

34. Charges
35. Liability for charges
36. Exemptions, rebates, etc. in respect of charges
37. Security for Charges
38. Liens for charges
39. Refusal to pay charges for landing place, etc.
40. Conditions as to payment of charges

PART 6

Miscellaneous and general

41. Saving for Commissioners of Northern Lighthouses
42. Crown rights

EXPLANATORY NOTE

The Scottish Ministers (the “Ministers”) make the following Order in exercise of the powers conferred by section 14(1) and (3) of the Harbours Act 1964^(a) and all other powers enabling Ministers to do so.

(a) 1964 c.40; section 14 was relevantly amended by the Transport Act 1981 (c.56), Schedule 6, paragraphs 2, 3, 4(1) and 14 and Schedule 12 and the Transport and Works Act 1992 (c.42), Schedule 3, paragraph 1. See sections 14(7) and 57(1) of the Harbours Act 1964 for the definitions of “the appropriate Minister” and “the Minister”. The functions of the Minister of the Crown were transferred to the Scottish Ministers by virtue of section 53 of the Scotland Act 1998 (c.46).

In accordance with section 14(1) of that Act, this Order is made in relation to a harbour which is being improved, maintained or managed by a harbour authority in the exercise and performance of statutory powers and duties, for achieving objects specified in Schedule 2 to that Act(a).

In accordance with section 14(2) of that Act—

- (a) this Order is made following a written application to Ministers by Caledonian Maritime Assets Limited (“the applicant”) being the authority engaged in improving, maintaining or managing the harbour; and
- (b) the Ministers are satisfied that the making of this Order is desirable in the interests of securing the improvement, maintenance, or management of the harbour in an efficient and economical manner and facilitating the efficient and economic transport of goods and passengers by sea.

In accordance with paragraph 4 of Schedule 3 to that Act(b), Ministers have decided that the application relates to a project which falls within Annex II to Council Directive 85/337/EEC(c), as relevantly amended by Council Directive 97/11/EC(d) and Council Directive 2003/35/EC(e), on the assessment of the effects of certain public and private projects on the environment and, taking into account the criteria set out in Annex III to that Directive, that the project is a relevant project.

In accordance with paragraph 6 of that Schedule(f), Ministers have—

- (a) informed the applicant of that decision, and the reasons for it; and
- (b) given an opinion to the applicant about the extent of the information referred to in Annex IV to that Directive which the applicant would be required to supply in the environmental statement and—
 - (i) in giving that opinion Ministers have taken into account the matters in sub-paragraph (3) of that paragraph; and
 - (ii) before giving that opinion Ministers have consulted the applicant and such bodies with environmental responsibilities as Ministers thought appropriate.

In accordance with paragraph 8 of that Schedule(g), Ministers have directed the applicant to supply them with an environmental statement and as required by paragraph 9 of that Schedule(h) the applicant has complied with that direction.

Notices have been published by the applicant in accordance with the requirements of paragraph[s] 10 [and 10A] of that Schedule(i).

In accordance with paragraph 15 of that Schedule(j), Ministers have—

- (a) consulted; and
- (b) sent the environmental statement [, and any further information falling within paragraph 10A(2) of that Schedule,] to,

(a) Schedule 2 was relevantly amended by the Transport and Works Act 1992 (c.42), Schedule 3, paragraph 9.
 (b) Paragraph 4 of Schedule 3 was substituted by S.I. 1999/3445.
 (c) O.J. L 175, 5.7.1985, p.40.
 (d) O.J. L 73, 14.3.1997, p.5.
 (e) O.J. L 156, 25.6.2003, p.17.
 (f) Paragraph 6 of Schedule 3 was substituted by S.I. 1999/3445.
 (g) Paragraph 8 of Schedule 3 was substituted by S.I. 1999/3445.
 (h) Paragraph 9 of Schedule 3 was substituted by S.I. 1999/3445.
 (i) Paragraph 10 of Schedule 3 was substituted by S.I. 1999/3445 and is amended by the Transport and Works (Scotland) Act 2007 (asp 8), section 25(5)(b) and (c). [Paragraph 10A of Schedule 3 was inserted by the Transport and Works (Scotland) Act 2007 (asp 8), section 25(5)(d).]
 (j) Paragraph 15 of Schedule 3 was substituted by S.I. 1999/3445 and is amended by the Transport and Works (Scotland) Act 2007 (asp 8), section 25(5)(e).

such bodies who were likely to have an interest in the project by reason of their environmental responsibilities as Ministers thought appropriate.

[No objections to the application have been made.] [All objections to the application have been withdrawn or paragraph 18(1A) of that Schedule(a) applied in respect of those objections.] [No representations under paragraph 10(2)(f)[, or 10A(4)(d),] of that Schedule have been made.]

[[In accordance with paragraph 18(1C) of that Schedule(b),]Ministers have caused an inquiry to be held under paragraph 18(1B) of that Schedule(c).]

[[In accordance with paragraph 18(1C) of that Schedule(d),]Ministers have given to a person who made an objection an opportunity of appearing before and being heard by a person appointed by Ministers under paragraph 18(1B) of that Schedule(e).]

In accordance with paragraph 19(1) of that Schedule(f), Ministers have considered–

- (a) the environmental statement [and the further information falling within paragraph 10A(2) of that Schedule];
- (b) the result of the consultations under paragraph 15 of that Schedule;
- (c) any objections made and not withdrawn;
- (d) any representations made under paragraph 10(2)(f), or 10A(4)(d) of that Schedule;
- (e) [the report of the person who held the inquiry] [the report of the person appointed for the purpose of hearing an objector under paragraph 18 of that Schedule]; and
- (f) [any written representations submitted to Ministers by the applicant or any objector in elaboration of the application or, as the case may be, objection].

In accordance with paragraph 19(2) of that Schedule(g), Ministers have decided [to make this Order in the form of the draft submitted to them] [to make this Order with modifications [which do not appear to Ministers substantially to affect the character of the Order] [which appear to Ministers substantially to affect the character of the Order and in accordance with paragraph 21 of that Schedule(h)–

- (a) Ministers have taken such steps as appear to Ministers to be sufficient and reasonably practicable for informing the applicant and other persons likely to be concerned; and
- (b) the period which Ministers thought reasonable for consideration of, and comment upon, the proposed modifications by the applicant and those other persons has expired]].

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- (a) Paragraph 18 of Schedule 3 was substituted by S.I. 1999/3445 and is amended by the Transport (Scotland) Act 2005 (asp 12), section 46 and the Transport and Works (Scotland) Act 2007 (asp 8), section 25(5)(h).
 - (b) Paragraph 18 of Schedule 3 was substituted by S.I. 1999/3445 and is amended by the Transport (Scotland) Act 2005 (asp 12), section 46 and the Transport and Works (Scotland) Act 2007 (asp 8), section 25(5)(h).
 - (c) [Paragraph 18 of Schedule 3 was substituted by S.I. 1999/3445 and is amended by the Transport (Scotland) Act 2005 (asp 12), section 46 and the Transport and Works (Scotland) Act 2007 (asp 8), section 25(5)(h).]
 - (d) Paragraph 18 of Schedule 3 was substituted by S.I. 1999/3445 and is amended by the Transport (Scotland) Act 2005 (asp 12), section 46 and the Transport and Works (Scotland) Act 2007 (asp 8), section 25(5)(h).
 - (e) [Paragraph 18 of Schedule 3 was substituted by S.I. 1999/3445 and is amended by the Transport (Scotland) Act 2005 (asp 12), section 46 and the Transport and Works (Scotland) Act 2007 (asp 8), section 25(5)(h).]
 - (f) Paragraph 19(1) of Schedule 3 was substituted by S.I. 1999/3445 and is amended by the Transport (Scotland) Act 2005 (asp 12), section 46 and the Transport and Works (Scotland) Act 2007 (asp 8), section 25(5)(i).
 - (g) Paragraph 19(2) of Schedule 3 was substituted by S.I. 1999/3445.
 - (h) Paragraph 21 of Schedule 3 was substituted by S.I. 1999/3445.

PART 1

Preliminary

Citation and commencement

1.—(1) This Order may be cited as the Caledonian Maritime Assets (East Loch Tarbert) Harbour Revision Order 201[X] and shall come into force on the day after the day on which it is made.

(2) The 1873 Order and, so far as relating to East Loch Tarbert, the 1984 Order and this Order may be cited together as the East Loch Tarbert Harbour Orders 1873 to 201[X].

Interpretation

2.—(1) In this Order, except where the context otherwise requires—

“the 1847 Act” means the Harbours, Docks, and Piers Clauses Act 1847(a);

“the 1873 Order” means the East Loch Tarbert Pier Order 1873(b);

“the 1964 Act” means the Harbours Act 1964(c);

“the 1984 Order” means the Lochmaddy and East Loch Tarbert (Improvement of Piers &C.) Order 1984(d);

“the 1995 Act” means the Merchant Shipping Act 1995(e);

“CMAL” means Caledonian Maritime Assets Limited a company incorporated in Scotland with registered number SC1845;

“deposited plans, sections and elevations” means the plans, sections and elevations which are bound together and signed in duplicate with reference to this Order and marked “The Caledonian Maritime Assets (East Loch Tarbert) Harbour Revision Order 2018 Plans, Sections and Elevations” and which are deposited at the offices of the Scottish Ministers at Victoria Quay, Edinburgh EH6 6QQ and at the registered office of CMAL, and a reference to a numbered sheet is a reference to that numbered sheet bound in the deposited plans, sections and elevations;

“general direction” means a direction given under article 20 or 21;

“harbour” means the harbour at East Loch Tarbert as comprised within the harbour limits;

“harbour limits” means the limits of the harbour as defined in article 11;

“harbour limits plans” means sheets 2 and 3;

“harbour master” means any person approved as such by CMAL and includes that person’s deputies and assistants and any person for the time being authorised by CMAL to act, either generally or for a specific purpose, in the capacity of harbour master;

“level of high water” means the level of mean high water springs;

“limits of deviation” means the limits of deviation shown on sheet 4;

“master” in relation to a vessel means any person for the time being having or taking the command, charge or management of the vessel;

“special direction” means a direction given under article 23;

“vessel” means a ship, boat, raft or craft of any description however propelled or moved and includes any thing constructed, adapted for or used to carry persons or goods by water or for floating on or being submerged in water (whether permanently or temporarily) and shall include but not be limited to a displacement craft, a personal water craft, a sea plane on the surface of the water, a hydrofoil vessel, a hovercraft or any other amphibious vehicle; and

(a) 1847 c.27.

(b) Confirmed by the Pier and Harbour Order Confirmation Act 1873 c.lxiii.

(c) 1964 c.40.

(d) Confirmed by the Lochmaddy and East Loch Tarbert (Improvement of Piers &C.) Order Confirmation Act 1984 c.xxx.

(e) 1995 c. 21.

“works” means the works authorised by this Order, or as the case may require, any part thereof and includes any work constructed pursuant to article 3 (power to construct works) or article 5 (subsidiary works).

(2) All areas, directions, distances, lengths, widths, heights and grid references as stated in any description of works, powers or lands other than article 4 (power to deviate) shall be construed as if the words “or thereabouts” were inserted after each such area, direction, distance, length, width, height and grid reference and any reference in a description of works to a point shall be a reference to that point on the deposited plans.

(3) Any reference in this Order to a work identified by the number of such work shall be construed as a reference to the work of that number authorised by this Order.

(4) Any reference in this Order to a numbered sheet is a reference to that numbered sheet in the deposited plans, sections and elevations.

PART 2

Works

Power to construct works

3.—(1) CMAL may in the lines and situations and upon the lands delineated on sheet 4 in respect of each work, and within the limits of deviation shown on them and according to the levels shown on the deposited sections or elevations in respect of each work, construct and maintain in East Loch Tarbert the following works, with all necessary works and conveniences connected with them—

Work No. 1 – A pier of open piled construction the location of which is shown on sheet 4 and the section of which is shown on sheet 5.

Work No. 2 – The reclamation and infilling of an area comprising [X] square metres of the seabed at East Loch Tarbert and the levelling of that area together with the levelling of the adjoining land to form marshalling, parking and storage areas having rock armoured revetted slopes on the seaward side, the location of which is shown on sheet 4 and a section of which is shown on sheet 5.

Work No. 3 – A single storey terminal building comprising passenger, baggage handling, ticketing and check-in facilities, sales areas, management offices, staff welfare facilities and storage areas the location of which is shown on sheet 4 and the plans and elevations of which are shown on sheet 6.

Work No. 4 – A roundabout forming a junction with the A868 to provide an entrance and exit for vehicular traffic, the location of which is shown on sheet 4.

(2) CMAL may, for the purposes of the works authorised by paragraph (1), demolish and remove the whole or part of any structures or apparatus lying within the limits of deviation and enclose and reclaim so much of the bed of the harbour and of the foreshore as lies within the limits of deviation and may hold and use the same as part of the harbour.

(3) Without affecting the general power conferred under paragraph (2), CMAL may in connection with the construction of the works on any land owned by it, demolish and remove so much of—

- (a) the existing Ferry Terminal Building, the location of which is indicated on sheet 4, and
- (b) the existing pier, the location of which is indicated on sheet 4,

as may be required.

(4) Subject to the provisions of this Order, CMAL may, within the limits of deviation, reconstruct, extend, enlarge, replace or relay the works authorised by paragraph (1) and may maintain the same as reconstructed, extended, enlarged, replaced or relaid.

Power to deviate

4. In carrying out the works authorised by article 3 (power to construct works) CMAL may deviate laterally from the lines or situations of those works as shown on sheet 4 to any extent not exceeding—

- (a) in respect of Work No.1, the limits of deviation so shown by a dashed line coloured red,
- (b) in respect of Work No.2, the limits of deviation so shown by a dashed line coloured partly brown and partly green,
- (c) in respect of Work No.3, the limits of deviation so shown by a dashed line coloured blue,
- (d) in respect of Work No.4, the limits of deviation so shown by a dashed line coloured partly green and partly brown; and

may deviate vertically from the levels of the works as shown on the deposited sections or elevations to any extent not exceeding 3 metres upwards and to such extent downwards as may be found necessary or convenient.

Subsidiary works

5.—(1) CMAL may from time to time within the limits of deviation provide and operate such harbour facilities, together with works ancillary to those facilities, as may be necessary or convenient for the construction of the works or the operation of the harbour, and for this purpose CMAL may construct and maintain roads, buildings, sheds, offices, workshops, depots, walls, foundations, fences, gates, tanks, pumps, conduits, pipes, drains, wires, mains, cables, electrical substations, signals, conveyors, cranes, lifts, hoists, lighting columns, weighbridges, stairs, ladders, stages, platforms, dolphins, mooring posts, pontoons, catwalks, equipment, signage, machinery and appliances and such other works and conveniences (including levelling of surfaces) as may be necessary or expedient.

(2) Without prejudice to paragraph (1) CMAL may within the limits of deviation carry out and maintain such other works as may be necessary or convenient for the purposes of, or in connection with or in consequence of, the construction, maintenance or use of the works including—

- (a) works for the accommodation or convenience of vessels or for the loading and unloading of goods and the embarking and loading of passengers; and
- (b) works to alter the position of apparatus, including mains, sewers, drains, pipes, conduits, cables, electrical substations, electrical lines and telecommunications apparatus.

Power to dredge

6.—(1) Without affecting any other powers which may be exercisable by CMAL within the harbour CMAL may, for the purposes of constructing and maintaining the works and of affording access to the works by vessels from time to time deepen, dredge, scour, blast rock, cleanse, alter and improve the bed, shores and channels of the sea as lie within the limits of the harbour and may use, appropriate or dispose of the materials (other than wreck within the meaning of Section 255 (interpretation) of the 1995 Act, from time to time dredged by them.

(2) No such materials shall be laid down or deposited in any place below the level of high water otherwise than in such position and under such conditions and restrictions as may be approved or prescribed by the Scottish Ministers.

Obstruction of works

7. Any person who—

- (a) intentionally obstructs any person acting under the authority of CMAL in setting out the lines of or in constructing the works; or
- (b) without reasonable excuse interferes with, moves or removes any pole, stake, station point or bench mark established for the purpose of such setting out,

shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale and shall in addition be liable to repay to CMAL as a debt any expenses incurred by it in making good any damage resulting from such obstruction, moving or removal.

Works to be deemed part of the harbour

8. The works shall be deemed for all purposes to be part of the harbour and all byelaws, directions, rules and regulations of CMAL for the time being in force relating to the harbour shall apply to the works and may be enforced by CMAL accordingly.

Period for completion of works

9.—(1) Subject to paragraph (2), if the works are not substantially completed within ten years from the coming into force of this Order or such extended time as the Scottish Ministers may on the application of CMAL allow, then on the expiration of that period or such extended time (as the case may be) the powers by this Order granted to CMAL for making and maintaining the works shall cease except as to so much of those works as is then substantially commenced.

(2) Nothing in paragraph (1) shall apply to any works carried out under paragraph (4) of article 3 (power to construct works) or article 5 (subsidiary works).

Works to be within area of Comhairle nan Eilean Siar

10. The works shall, to the extent that they lie outwith the area of the Comhairle nan Eilean Siar, be annexed to and incorporated within that area.

PART 3

Duties and Powers of CMAL

Limits of harbour

11.—(1) The Limits of the harbour within which CMAL is to exercise jurisdiction as the harbour authority and within which the powers of the Harbour Master are exercisable is—

- (a) the seaward limits, being the area of East Loch Tarbert shown on the harbour limits plans—
 - (i) bounded by a red line following the level of mean high water or, where applicable, the seaward boundary of the harbour land referred to in paragraph (b), and
 - (ii) enclosed by a straight red line commencing at a point 1 at 57° 53.60'N, 06° 45.76'W and extending from there in a south-westerly direction to a point 2 at 57° 53.00'N, 06° 46.67'W; and
- (b) the harbour land being the land (together with existing or future works) now vested in or administered by CMAL as part of the harbour and being the area shown hatched black on the harbour limits plans.

(2) Section 5 (Harbour limits at East Loch Tarbert) of the 1984 Order is revoked.

(3) The harbour land referred to in paragraph (1)(b) shall be deemed to be operational land within the meaning and for the purposes of the Town and Country Planning (Scotland) Act 1997(a)

(4) The limits within which the provisions of the 1873 Order and, so far as relating to East Loch Tarbert, the 1984 Order are to apply shall comprise the limits of the harbour defined in paragraph (1); and accordingly any reference to the harbour limits contained in the 1873 Order or the 1984 Order (as so relating) or in any byelaws, order or regulations made under them shall be construed as a reference to those limits.

(a) 1997 c.8; “operational land” is defined in section 215 to which there are amendments not relevant to this Order, which section is subject to section 216.

(5) In paragraph (1), references to co-ordinates is a reference to World Geodetic System 1984 datum.

General power in respect of harbour

12.—(1) CMAL may improve, maintain, regulate, manage, mark and light the harbour and provide accommodation and harbour facilities in the harbour.

(2) For those purposes, and without prejudice to the generality of paragraph (1), CMAL may construct, alter, demolish and reconstruct structures and works in the harbour.

(3) The powers conferred by this article are without prejudice to any powers of CMAL under or by virtue of any other enactment (including any other provision of this Order).

Power to appropriate parts of harbour, etc.

13.—(1) Notwithstanding anything in this or any other statutory provision of local application, CMAL may from time to time set apart or appropriate any part of the harbour, or any lands, works, buildings, machinery, equipment or other property of CMAL in the harbour, for the exclusive, partial or preferential use or accommodation for any particular trade, activity, person, vessel or class of vessels or goods, subject to the payment of such reasonable charges (other than ship, passenger and goods dues) and to such terms and conditions as CMAL thinks fit.

(2) No person or vessel shall, otherwise than in accordance with the setting apart or appropriation, make use of any part of the harbour, or any lands, works, buildings, machinery, equipment or other property, so set apart or appropriated without the consent of the harbour master or other duly authorised officer of CMAL.

(3) The harbour master or, as the case may be, any such authorised officer may order any person or vessel contravening paragraph (2) to leave or be removed from the site of the contravention.

(4) Section 58 of the 1847 Act shall extend and apply with appropriate modifications to any vessel moored or otherwise positioned in contravention of paragraph (2) above.

(5) In exercising its powers to appropriate or set apart any part of the harbour under paragraph (1), CMAL shall have regard to the facilitation of—

- (a) the public right of navigation in the harbour; and
- (b) any public rights of way affecting the harbour,

such that CMAL shall not restrict such rights more than is necessary for the purpose for which the part of the harbour is appropriated or set apart.

Power to lease, etc.

14. CMAL may at any time lease or grant the use or occupation of, or any right or interest in, over or relating to, any lands, works, buildings, equipment or other property forming part of the harbour for such period or periods and on such terms and conditions as may be agreed between CMAL and the persons taking the same. Any such lease or grant shall be subject to any existing public rights of way affecting the subject area of such lease or grant.

Power to enter into arrangements to provide supplies

15. CMAL may make arrangements for the purpose of providing and supplying fuel and such other requirements as may be made available to vessels using the harbour and in respect of the supply, laying down and maintaining of pipelines, storage tanks, plant, equipment and other apparatus and the execution of ancillary and necessary works for that purpose within the harbour.

Parking places

16. CMAL may provide facilities within the harbour for the parking of vehicles and for that purpose may erect barricades or fencing with related offices, waiting rooms and other conveniences.

Moorings

17.—(1) CMAL may provide, place, lay down, maintain, renew, use or remove such moorings, buoys and similar apparatus within the harbour as it considers necessary or desirable for the convenience of vessels.

(2) CMAL may from time to time, on such terms and conditions as they think appropriate, give consent to any person to place, lay down, maintain, renew and use moorings, buoys and similar apparatus for vessels in the harbour.

(3) Any person who, without reasonable excuse, places, lays down, maintains, renews or uses a mooring, buoy or similar apparatus for vessels within the harbour except under and in accordance with the terms and conditions of a consent given under this article, shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

(4) Any consent given under paragraph (2) shall be valid only for a period of one year commencing with the date on which it takes effect.

(5) CMAL may charge a reasonable fee for the giving of a consent under this article.

Power to licence tugs

18.—(1) It shall not be lawful for any person, except in an emergency, to operate a vessel exceeding 5 tonnes gross for fee or reward for the purpose of moving or controlling the movement of any other vessel within the harbour except under and in accordance with the terms and conditions of a licence granted by CMAL in that behalf.

(2) CMAL may charge a reasonable fee for the grant of any licence under this article.

(3) Any person who contravenes paragraph (1) above shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

(4) Any person aggrieved by the withholding, suspension or revocation of any licence or by any term or condition subject to which a licence has been granted under the provisions of this article may appeal to the sheriff.

Power to regulate pleasure craft

19.—(1) A person shall not within the harbour—

- (a) let for hire to the public a pleasure craft except with the written approval of CMAL in accordance with this article; or
- (b) carry, or permit to be carried, passengers for hire in a pleasure craft unless the craft, and the boatmen in charge of the craft and the navigator, are approved in writing by CMAL.

(2) Any such approval may be given for such period as CMAL may think fit, and may be suspended or revoked by CMAL whenever it shall deem such suspension or revocation to be necessary or desirable in the interests of the public.

(3) The existence of the power to suspend or revoke the approval shall be stated plainly in the approval itself.

(4) A person taking on hire a pleasure craft for purposes other than for profit does not require to be approved as a boatman.

(5) Approval under this article shall not be required for any craft which has a relevant certificate issued by the Maritime and Coastguard Agency and valid for the voyage intended or, in the case of hovercraft within the meaning of the Hovercraft Act 1968(a), a certificate of safety valid for the voyage intended.

(6) A person shall not carry or permit to be carried in any pleasure craft within the harbour a greater number of passengers for hire than are specified in the approval applying to such craft, and every owner of any such craft shall before permitting the same to be used for carrying passengers for hire within the harbour, permanently display in letters and figures not less than three centimetres

(a) 1968 c.59.

in height and one half centimetre in breadth, on a conspicuous part of the craft, their own name and also the number of persons which it is approved to carry, in the form “Approved to carry [] persons”.

(7) Any person who acts in contravention of paragraph (1) or (6) is guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

(8) Any person aggrieved by the withholding, suspension or revocation of any approval or by any term or condition subject to which an approval has been given under this article may appeal to the sheriff.

(9) In this article “pleasure craft” means any vessel of not more than 100 tonnes gross used wholly or mainly for recreation or for the carriage of passengers for reward and includes pleasure boats.

PART 4

Harbour Regulation

General Directions to vessels

20.—(1) CMAL may, after consultation with the UK Chamber of Shipping and such persons as CMAL considers are representative of users of the harbour, give general directions for the purpose of promoting or securing conditions conducive to the ease, convenience or safety of navigation or for the conservation of fauna and flora in the harbour and the approaches and channels leading to it and, without prejudice to the generality of the foregoing, for any of the following purposes—

- (a) for designating areas, routes or channels in the harbour and the approaches to the harbour which vessels are to use, or refrain from using, for movement, mooring or anchorage;
- (b) for securing that vessels move within the harbour only at certain times or during certain periods;
- (c) for securing that vessels within the harbour make use of descriptions of aid to navigation specified in the directions;
- (d) for prohibiting entry into or navigation within any of the main channels within the harbour or the approaches leading to it during any temporary obstruction of the channels;
- (e) for regulating the admission to, and the movement within, and the departure of vessels from, the harbour, or the removal of vessels, and for the good order and government of vessels whilst within the harbour;
- (f) for regulating the navigation, berthing, mooring and speed of vessels within the harbour;
- (g) for regulating the use of ferries within the harbour;
- (h) for regulating the launching of vessels within the harbour;
- (i) for requiring the master of a vessel to give to the harbour master information relating to the vessel reasonably required by the harbour master for the purposes of this paragraph.

(2) Directions given under paragraph (1) may apply—

- (a) to all vessels or to a class of vessel designated, or the designation of which is provided for, in the direction; and
- (b) to the whole of the harbour and the approaches and channels leading thereto, or to a part designated, or the designation of which is provided for, in the direction; and
- (c) at all times or at times designated, or the designation of which is provided for, in the direction,

and every direction given under this article shall specify the extent of its application in relation to the matters referred to in sub-paragraphs (a) to (c).

(3) CMAL may, after consultation with the UK Chamber of Shipping, revoke or amend directions given under this article.

Power to make further general directions

21.—(1) In addition to the power to give general directions under article 20, CMAL may from time to time give general directions for the efficient management and regulation of the harbour.

(2) Without prejudice to the generality of paragraph (1), general directions given under this article may provide for—

- (a) regulating the use, operation and superintendence of the harbour and the berths, quays, piers, warehouses, sheds, landing places, equipment, works and conveniences (including moorings) in the harbour;
- (b) regulating the shipping and unshipping, landing, warehousing, stowing, depositing and removing of goods within the harbour;
- (c) for regulating the use of tugs within the harbour;
- (d) preventing damage or injury to any vessel, goods, vehicle, plant, machinery, property or persons within the harbour;
- (e) regulating the conduct of all persons within the harbour not being members of a police force or officers or servants of the Crown whilst in the execution of their duties;
- (f) regulating the placing and maintenance of moorings within the harbour;
- (g) preventing and removing obstructions or impediments within the harbour (other than any vessel or other thing falling within article 38(1)(b));
- (h) prohibiting or regulating the discharge or deposit of ballast, ashes, refuse, rubbish or other material (including any polluting liquid) in or into the harbour (other than from any vessel within the meaning of section 255 of the 1995 Act);
- (i) prohibiting persons working or employed in or entering the harbour or any part of the harbour, from smoking within the harbour;
- (j) regulating in the harbour the use of yachts, sailing boats, sailboards, rowing boats, rowing punts, pleasure craft and other small craft;
- (k) regulating or prohibiting the activities in the harbour of divers, surfers, water skiers, kite surfers, swimmers and other persons engaged in similar recreational pursuits but not so as to prohibit the use for navigation of the vessels referred to in paragraph (j);
- (l) regulating the use of fires, lights and pyrotechnics within the harbour (other than on any vessel within the meaning of section 255 of the 1995 Act);
- (m) regulating the movement and parking of vehicles within the harbour;
- (n) regulating the holding of regattas and other public events in the harbour;
- (o) regulating the carrying out of parking in the harbour;
- (p) prohibiting or regulating fishing within the harbour;
- (q) prohibiting or regulating the sale of articles or the provision of services within the harbour;
- (r) making the carrying out of specified activities, or the conduct of persons in the harbour, subject to the approval (with or without conditions), control or direction of the harbour master, and for authorising the harbour master to take such action as may be reasonably required in default of compliance with any such approval, condition, control or direction; and
- (s) the conservation of the fauna and flora in the harbour.

(3) General directions given made under this article may—

- (a) relate to the whole of the harbour or to any part thereof;
- (b) make different provision for different parts of the harbour or in relation to different classes of vessels or vehicles or different specified harbour operations.

(4) CMAL may revoke or amend general directions given under this article.

Publication of general directions

22.—(1) Notice of the giving of a general direction and of any amendment or revocation of a general direction shall, except in case of emergency, be published by CMAL as soon as practicable, once in Lloyd's List or in some other newspaper specialising in shipping news; and, if the notice relates to the giving or amendment of a general direction, the notice shall state a place at which copies may be inspected or bought and, in the latter case, the price of those copies.

(2) In an emergency, notice of the giving of a general direction or of any amendment or revocation of a general direction may be given in any manner CMAL considers appropriate.

Special directions to vessels

23.—(1) The harbour master may give a special direction—

- (a) requiring a vessel anywhere within the harbour limits to comply with a requirement made in or under a general direction;
- (b) for regulating the time at which and the manner in which a vessel shall enter into, go out of, or lie in or at the harbour;
- (c) for securing that a vessel moves in the harbour only at certain times or during certain periods;
- (d) prohibiting the mooring of a vessel in any particular part or parts of the harbour;
- (e) regulating or requiring the movement, berthing, mooring or unmooring of a vessel in the harbour; and
- (f) regulating the manner in which a vessel takes in or discharges (from ship to shore or shore to ship) passengers, cargo, fuel, water, ship's stores or ballast in the harbour.

(2) A special direction may be given in any manner considered by the harbour master to be appropriate.

(3) The harbour master may revoke or amend a special direction.

Master's responsibility to be unaffected

24. The giving of a general direction or a special direction shall not diminish or in any other way affect the responsibility of the master of the vessel to which the direction is given in relation to his vessel, persons on board, its cargo or any other person or property.

Failure to comply with directions

25.—(1) A person who fails without reasonable excuse to comply with a special direction is guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.

(2) A person who fails without reasonable excuse to comply with a general direction, or who breaches an approval, condition or requirement of a general direction, is guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.

Enforcement of special directions

26.—(1) Without prejudice to any other remedy available to CMAL, if a special direction is not complied with within a reasonable time, the harbour master may, where practicable, put persons on board the vessel to carry out the direction or may otherwise cause the vessel to be handled in accordance with the direction.

(2) If there is no one on board the vessel to comply with a special direction, the harbour master may proceed as if the direction had been given and not complied with; but he shall not do so unless, after reasonable inquiry has been made, the master cannot be found.

(3) Expenses incurred in the exercise of the powers conferred by this article shall be recoverable by CMAL from the owner of the vessel as if they were a charge of CMAL in respect of the vessel.

Declaration of draught, etc. of vessel

27.—(1) The master of a vessel entering, leaving or intending to enter or leave the harbour shall, if required to do so by the harbour master, state the overall length and maximum draught of his vessel.

(2) The master of a vessel who in response to a requirement under paragraph (1) without reasonable excuse gives incorrect information shall, without prejudice to any right of CMAL to compensation for loss or damage occasioned thereby, be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

(3) For the purposes of this article “draught” in relation to a hovercraft or hydrofoil vessel means its draught when afloat and not supported on a cushion of air or on foils or by any other means and in relation to a seaplane means its draught when afloat.

Obstruction of officers, etc.

28. Any person who intentionally obstructs an officer of CMAL or other person acting in execution of this Order or of any enactment relating to the harbour shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 2 on the standard scale.

Boarding of vessels

29. Any duly authorised officer of CMAL may, on producing if so required his authority, enter and inspect a vessel in the harbour—

- (a) for the purposes of any enactment relating to CMAL or any byelaw or general direction of CMAL including its enforcement; or
- (b) to prevent or extinguish fire,

but, except in an emergency, no entry shall be made under this article without reasonable notice first having been given to the owner or the person appearing to have charge of the vessel; and the notice shall have annexed to it a copy of this article.

Vessels adrift

30.—(1) The owner or master of a vessel adrift in the harbour shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 2 on the standard scale.

(2) It shall be a defence for the owner or master of a vessel charged with an offence under paragraph (1) to prove that the vessel did not become adrift as the result of any neglect or default on his part.

Removal of obstructions other than vessels, vehicles or wreck

31.—(1) Without prejudice to its powers under article 33 or any enactment CMAL may remove anything which is causing or likely to become an obstruction or impediment to the proper use of any part of a harbour area other than—

- (a) a vehicle;
 - (b) a vessel (within the meaning of section 255 of the 1995 Act) which is sunk, stranded or abandoned or any article or thing or collection of things being or forming part of the equipment, cargo, stores or ballast of such a vessel; or
 - (c) wreck within the meaning of section 255 of the 1995 Act.
- (2) If anything removed by CMAL under paragraph (1)—
- (a) at the relevant time is known to CMAL as the property of any person; or
 - (b) becomes known to CMAL as the property of any person within the period of 3 months from the relevant time; or
 - (c) is marked as to be readily identifiable as the property of any person,

CMAL shall within one month of the relevant time or, in a case falling with paragraph (b), of the time that the property becomes known to CMAL as the property of any person give notice, in accordance with paragraph (7), to that person.

(3) If possession of the thing is not retaken within the period specified in, and in accordance with the terms of, the notice it shall at the end of that period vest in CMAL.

(4) If—

- (a) the ownership of anything removed by CMAL under paragraph (1) is not known, becomes known or is marked as mentioned in paragraph (2)(a), (b) or (c); and
- (b) its ownership is not proved to the reasonable satisfaction of CMAL within the period of 3 months from the relevant time,

it shall vest in CMAL at the end of that period.

(5) CMAL may at such time and in such manner as it thinks fit dispose of anything which is of a perishable or obnoxious nature or the custody of which involves unreasonable expense or inconvenience notwithstanding that it has not vested in CMAL under this article, and if it is sold the proceeds of sale shall be applied by CMAL in payment of the expenses incurred by it under this article in relation to the thing, and any balance—

- (a) shall be paid to any person who within the period of 3 months from the relevant time proves to the reasonable satisfaction of CMAL that that person was the owner of the thing at that time; or
- (b) if within the said period no person proves ownership at the said time, shall vest in CMAL.

(6) If anything removed under this article—

- (a) is sold by CMAL and the proceeds of sale are insufficient to reimburse it for the amount of the expenses incurred in the exercise of its powers of removal; or
- (b) is unsaleable,

CMAL may recover the deficiency or the whole of the expenses, as the case may be, from the person who was the owner when the thing removed came into the custody of CMAL or who was the owner at the time of its abandonment or loss.

(7) A notice given under paragraph (2) shall specify the thing removed and state that upon proof of ownership to the reasonable satisfaction of CMAL possession may be retaken at a place specified in the notice within the time specified in the notice, being not less than 14 days after the day when the notice is served.

(8) CMAL shall not under the powers of this article move anything placed or constructed by any person under the provisions of any enactment or of a consent or licence given or issued by CMAL.

(9) In this article “the relevant time” is the time at which any thing comes into the custody of CMAL under this article.

Removal of vehicles

32.—(1) If a vehicle is left without the permission of CMAL—

- (a) in a parking place provided by CMAL within the harbour for a longer period than 24 hours;
- (b) in any part of the harbour where the parking of vehicles is prohibited by notice erected by CMAL; or
- (c) in any place within the harbour where it is likely to obstruct or interfere with the use of the harbour

CMAL may cause it to be removed to a place of safe custody.

(2) Any such notice as is referred to in paragraph (1) shall be conspicuously posted in or in proximity to the place to which it relates.

(3) Where CMAL in exercise of the powers of this article causes a vehicle to be removed, the expenses of and incidental to its removal and safe custody shall be recoverable by CMAL from the person responsible.

(4) If CMAL in exercise of the powers of this article causes a vehicle to be removed, it shall, if and as soon as it is reasonably practicable to do so, send to the person for the time being registered as the owner of the vehicle for the purposes of the Road Vehicles (Registration and Licensing) Regulations 2002(a) at the person's last known address, the person's registered address, or the address where the vehicle is ordinarily kept, notice that CMAL has exercised the powers of this article and of the place to which the vehicle has been removed.

(5) A notice stating the general effect of paragraph (1) shall be displayed in a prominent position at each entrance to any parking place provided by CMAL and at each place where a road accessible to vehicles enters any part of the harbour, and shall be endorsed on any tickets issued to persons leaving vehicles in such parking place or elsewhere at the harbour.

(6) In paragraph (3), "person responsible", in relation to a vehicle, means—

- (a) the owner of the vehicle at the time when it was put in the place from which it was so removed, unless the person shows that the person was not concerned in and did not know of its being put there;
- (b) any person by whom it was put in that place;
- (c) any person convicted of an offence in respect of the leaving of the vehicle in the harbour under section 2 of the Refuse Disposal (Amenity) Act 1978(b)

Power to remove goods

33.—(1) If any goods are left on or in any part of the harbour CMAL may require the owner of the goods to remove them; and if the goods are not so removed within six hours after such requirement CMAL may cause them to be removed to CMAL's or any other public warehouse or store; and such removal shall be carried out at the expense and risk of the owner.

(2) Notwithstanding such removal on behalf of CMAL, the goods shall be subject to a lien for the cost of removal, and for any charges payable to CMAL by the owner in respect of the goods.

(3) In this article, "goods" includes vehicles and equipment.

PART 5 CHARGES

Charges

34.—(1) CMAL may make such charges for services and facilities provided by it or on its behalf in relation to the harbour as CMAL may from time to time determine.

(2) CMAL may demand, take and recover in respect of any dracone or floating dock, crane, rig, drilling rig or floating plant, which is not a ship as defined in section 57 of the 1964 Act, entering, using or leaving the harbour such charges as CMAL thinks fit, and sections 30 and 31 of the 1964 Act shall with any necessary modifications apply to the charges authorised by this paragraph as they apply to ship, passenger and goods dues.

(3) In this article "charges" means any charges other than ship, passenger and goods dues as defined in the 1964 Act(c).

Liability for charges

35.—(1) Charges payable to CMAL on or in respect of—

- (a) a vessel shall be payable by the owner, charterer or master of the vessel;
- (b) goods shall be payable by the owner, consignee or shipper of the goods.

(a) S.I. 2002/2742.

(b) 1978 c.3.

(c) 1964. c.40.

(2) Where a charge payable to CMAL may be recovered from more than one person the persons from whom it is recoverable shall be jointly and severally liable.

Exemptions, rebates, etc. in respect of charges

36.—(1) CMAL may confer total or partial exemptions from, allow rebates to or make compositions with any person with respect to charges and may vary or extinguish any such exemption or composition.

(2) Nothing in section 30 of the 1964 Act shall require CMAL to include in the list of ship, passenger and goods dues kept at the harbour office as required by subsection (1) of that section, charges reduced by a rebate allowed on, or subject to a compounding arrangement in respect of, a due included in that list.

Security for Charges

37. CMAL may require a person who incurs or is about to incur a charge to deposit with, or to guarantee, such sum of money as is, in the opinion of CMAL, reasonable having regard to the amount or probable amount of the charge, and where such a person fails to deposit or guarantee the sum of money required by CMAL, CMAL may detain the vessel in the harbour or goods on or in the harbour, in respect of which the charge has been or will be incurred, until the requirement has been complied with or the charge paid.

Liens for charges

38.—(1) A person, who by agreement with CMAL collects charges on its behalf and who pays or gives security for the payment of charges on goods in that person's possession shall have a lien on those goods for the amount paid or security given in respect of those goods.

(2) A wharfinger or carrier who is not itself liable for the payment of charges may pay or by agreement with CMAL give security for charges on goods in its custody, and in that event it shall have a like lien on the goods for the amount of those charges as it would have in respect of its charges for safe custody or carriage of the goods, as the case may be.

Refusal to pay charges for landing place, etc.

39. An officer of CMAL may prevent a vessel from using a landing place or any other facilities provided by CMAL if the master of the vessel refuses to pay the charges for such use.

Conditions as to payment of charges

40.—(1) Charges shall be payable subject to such terms and conditions as CMAL may from time to time specify in its published list of charges.

(2) Without prejudice to the generality of paragraph (1) the terms and conditions may prescribe the time when the charge falls due for payment and may require such information to be given to CMAL by the owner or master of a vessel or a person using a service or facility of CMAL as CMAL may require in connection with the assessment or collection of a charge.

PART 6

Miscellaneous and general

Saving for Commissioners of Northern Lighthouses

41. Nothing in this Order shall prejudice or derogate from any of the rights, duties or privileges of the Commissioners of Northern Lighthouses.

Crown rights

42.—(1) Nothing in this Order affects prejudicially any estate, right, power, privilege, authority or exemption of the Crown and in particular and without prejudice to that generality, nothing in this Order authorises CMAL or any licensee to take, use, enter upon or in any manner interfere with any land or any rights of whatsoever description (including any portion of the shore or bed of the sea or any river, channel, creek, bay or estuary)—

- (a) belonging to Her Majesty in right of the Crown and forming part of the Crown Estate without the consent in writing of the Crown Estate Commissioners;
- (b) belonging to Her Majesty in right of the Crown and not forming part of the Crown Estate without the consent in writing of the government department having the management of that land; or
- (c) belonging to a government department or held in trust for Her Majesty for the purposes of a government department without the consent in writing of that government department.

(2) A consent under paragraph (1) may be given unconditionally or subject to terms and conditions; and shall be deemed to have been given in writing where it is sent electronically.

(3) In this article, “government department” includes any part of, or any member of the staff of, the Scottish Administration (which shall have the same meaning as in section 126(6) of the Scotland Act 1998^(a)).

Name

A member of the Scottish Executive

St Andrew’s House

Edinburgh

[] 201[X]

(a) 1998 c.46.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order empowers Caledonian Maritime Assets Limited (“CMAL”) to construct and maintain works and other harbour facilities at CMAL’s harbour at East Loch Tarbert, Isle of Harris, Comhairle nan Eilean Siar. The works comprise the reclamation of land, a new roundabout junction with the A868, a pier and the construction of a new ferry terminal building.

The Order also authorises the construction of subsidiary works and confers a power to dredge for the purposes of constructing and maintaining the works.

The Order provides for new harbour limits and confers updated powers on CMAL including powers as regards the issuing of general and special directions to vessels.

SCOTTISH STATUTORY INSTRUMENTS

201[X] No.

HARBOURS, DOCKS, PIERS AND FERRIES

**The Caledonian Maritime Assets (East Loch Tarbert)
Harbour Revision Order 201[X]**

Made - - - -

201[X]

Coming into force - -

201[X]

DRAFT

EVERSHEDS SUTHERLAND (INTERNATIONAL) LLP

One Wood Street
London EC2V 7WS

Solicitors and Parliamentary Agents

CALEDONIAN MARITIME ASSETS
(EAST LOCH TARBERT)
HARBOUR REVISION ORDER 2018
PLANS, SECTIONS AND ELEVATIONS

DRAFT



Caledonian Maritime Assets Limited
Municipal Buildings
Fore Street
Port Glasgow
PA14 5EQ

T +44 (0) 1475 749920
F +44 (0) 1475 745107
W www.cmassets.co.uk

**Eversheds Sutherland
(International) LLP**

One Wood Street
London
EC2V 7WS

T +44 (0) 845 497 9797
F +44 (0) 845 497 4919
W www.eversheds-sutherland.com



Wallace Stone
Doges Studio 2
Templeton on the Green
62 Templeton Street
Glasgow
G40 1DA

T +44 (0) 141 5548233
F +44 (0) 141 5544727
W www.wallacestone.co.uk

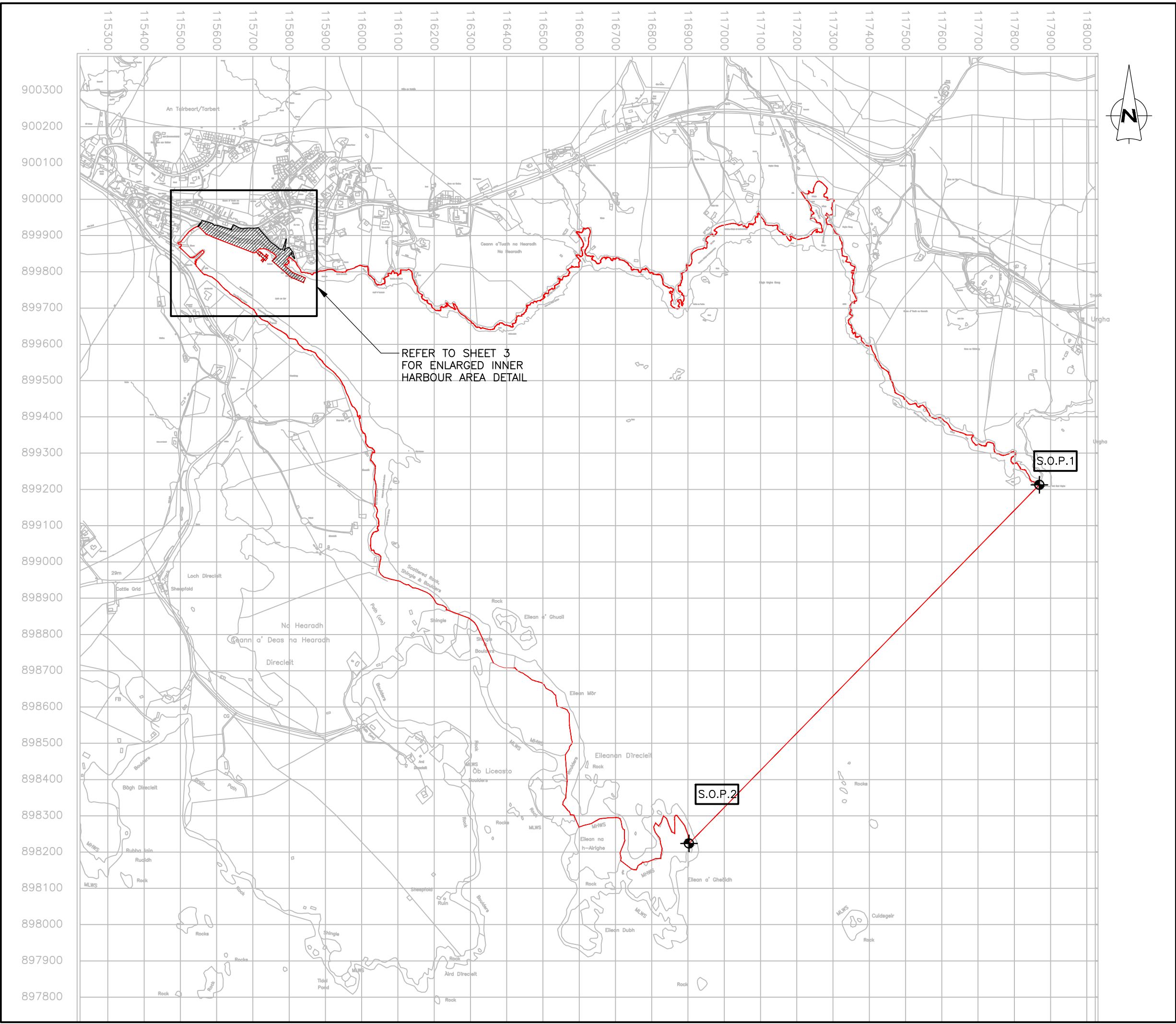


TRANSPORT SCOTLAND
CALEDONIAN MARITIME ASSETS
(EAST LOCH TARBERT)
HARBOUR REVISION ORDER 2018
SHEET - 1
LOCATION OF WORKS
SCALE: 1:25000



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TRANSPORT SCOTLAND

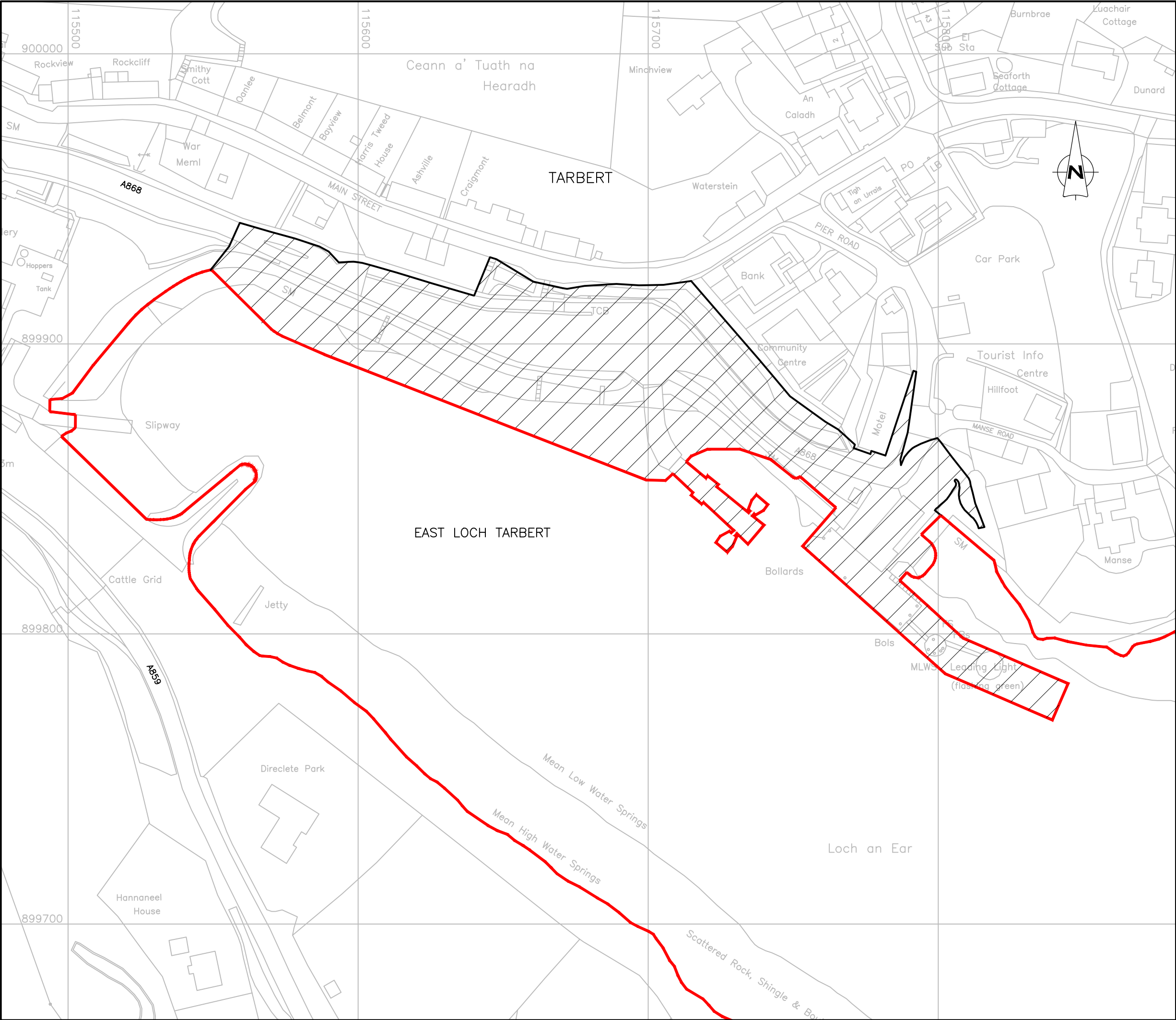
CALEDONIAN MARITIME ASSETS
(EAST LOCH TARBERT)
HARBOUR REVISION ORDER 2018
SHEET – 2
HARBOUR LIMITS AND HARBOUR LAND
– OVERALL AREA
SCALE: 1:10 000

0100200300400

Metres

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S.O.P. No	BRITISH NATIONAL GRID		WGS84	
	EASTING	NORTHING	LATITUDE	LONGITUDE
1	117869	899213	57° 53.569'N	6° 45.765'W
2	116902	898224	57° 53.000'N	6° 46.670'W



TRANSPORT SCOTLAND

CALEDONIAN MARITIME ASSETS
(EAST LOCH TARBERT)
HARBOUR REVISION ORDER 2018
SHEET – 3
HARBOUR LIMITS AND HARBOUR LAND
– INNER HARBOUR
SCALE: 1:1250



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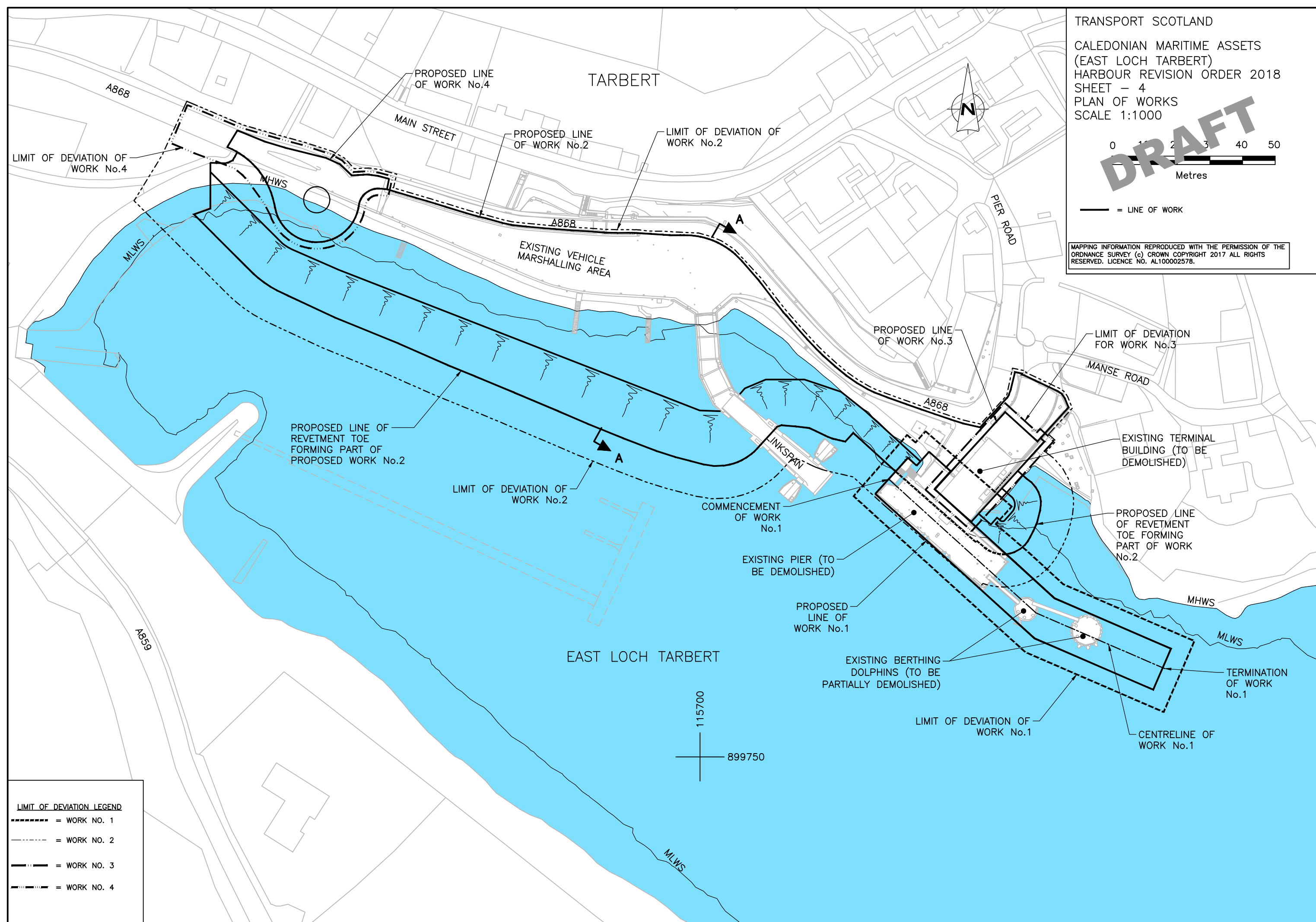
LEGEND

- = SEAWARD LIMITS
- = HARBOUR LAND

TRANSPORT SCOTLAND
CALEDONIAN MARITIME ASSETS
(EAST LOCH TARBERT)
HARBOUR REVISION ORDER 2018
SHEET - 4
PLAN OF WORKS
SCALE 1:1000



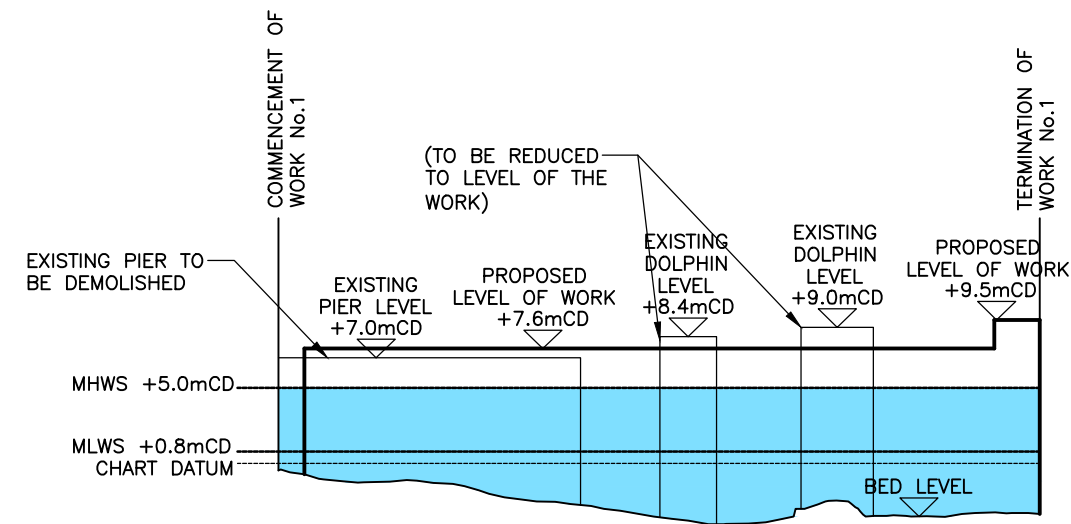
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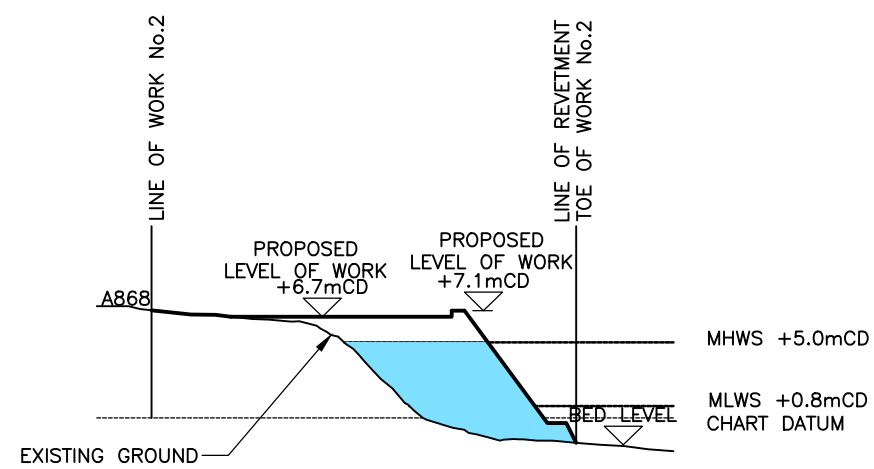
LIMIT OF DEVIATION LEGEND

- = WORK NO. 1
- . - . - = WORK NO. 2
- = WORK NO. 3
- = WORK NO. 4

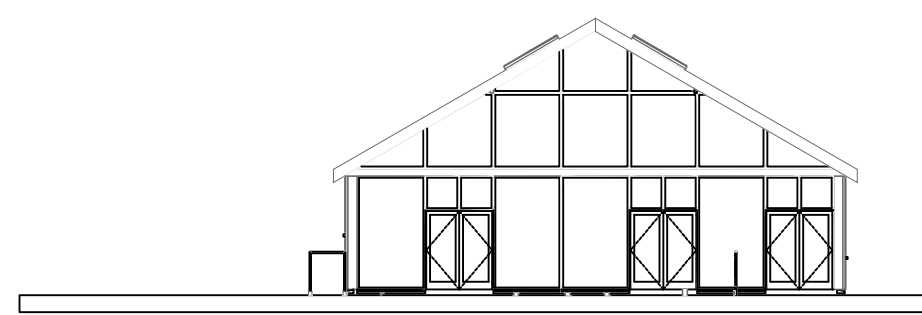
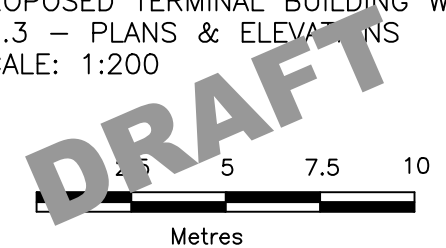
DRAFT



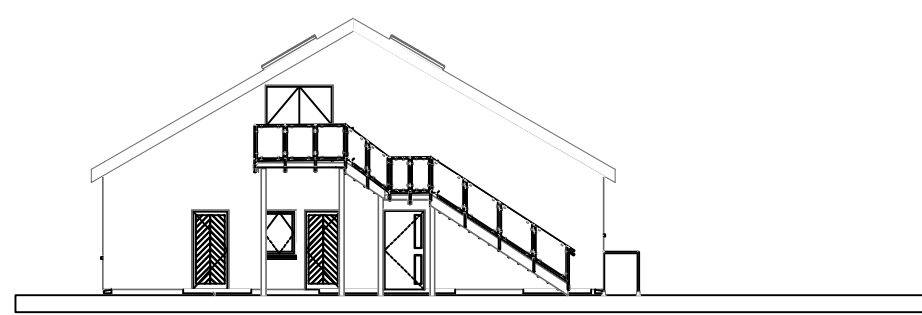
WORK No.1



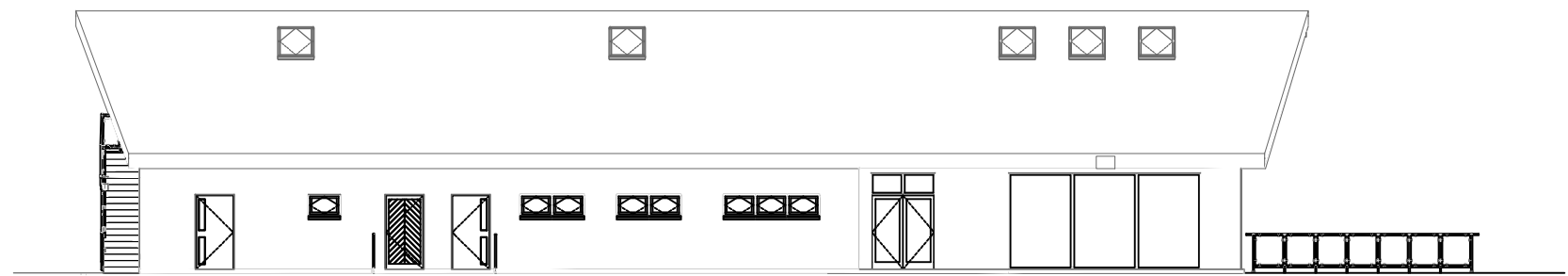
SECTION A-A
WORK No.2



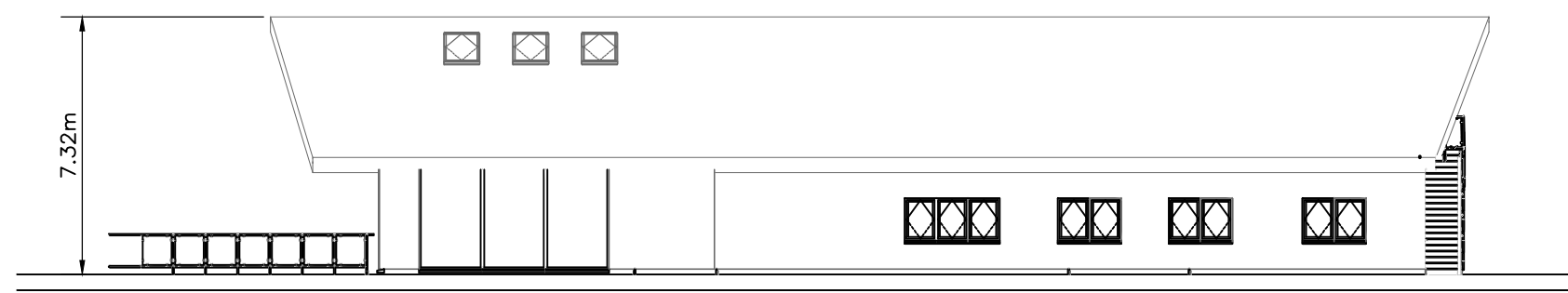
SOUTH WEST ELEVATION



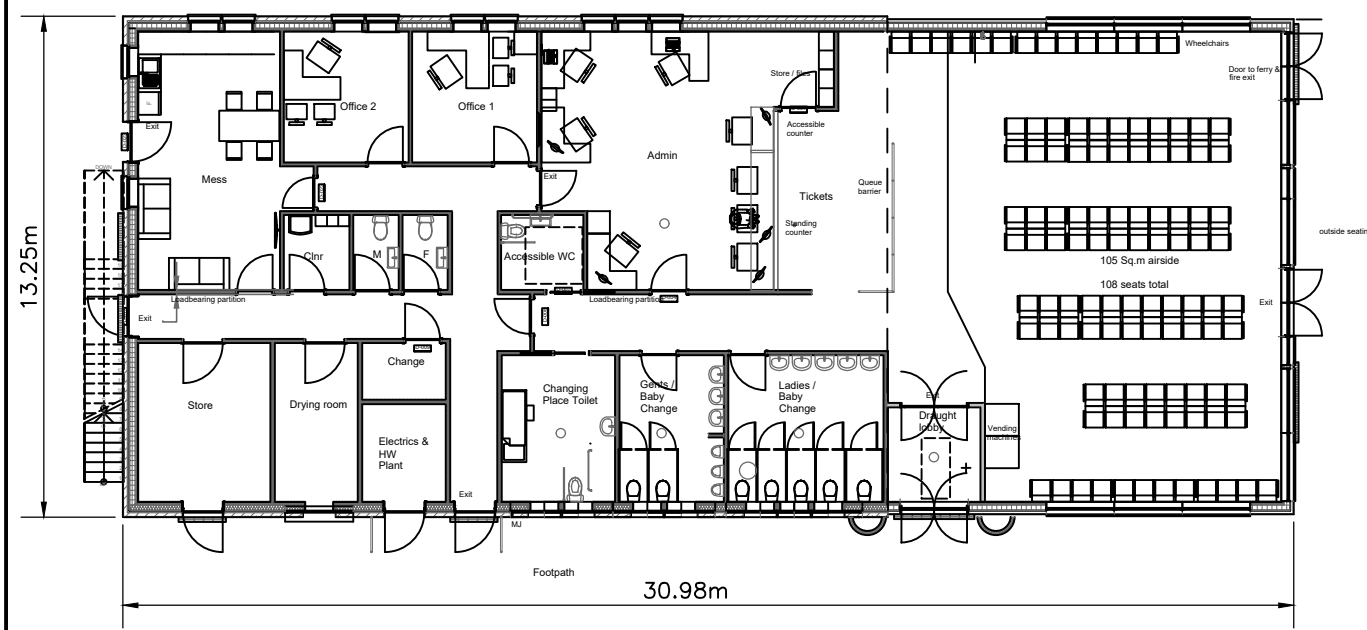
NORTH EAST ELEVATION



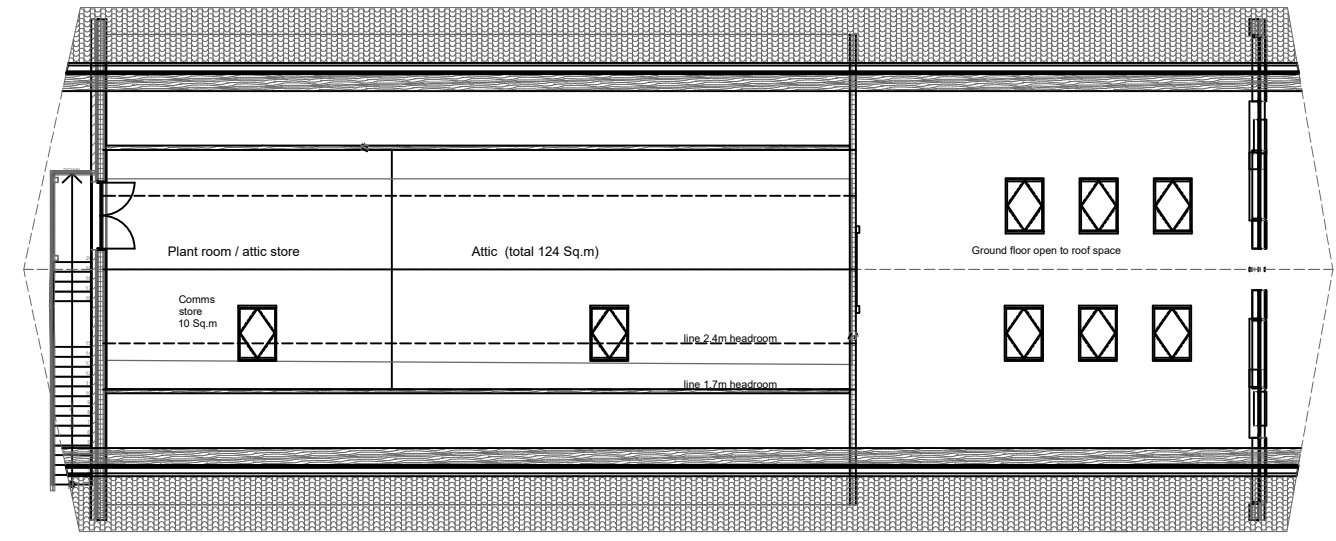
NORTH WEST ELEVATION



SOUTH EAST ELEVATION



INTERNAL FLOORPLAN – GROUND FLOOR



INTERNAL FLOORPLAN – ROOF SPACE

Appendix 12: Exhibition 3 - Questionnaire

Skye Triangle Ferry Terminal Upgrades

If you would like to be kept informed of the project status and be invited to any further meetings, please complete the following information and pass to a member of the team before you leave. Thank you.

1. NAME:		
2. EMAIL ADDRESS:		
3. ADDRESS: (please complete ONLY if you do not have an e-mail address)		
4. GROUP YOU ARE REPRESENTING (if applicable):		
5. WHAT IS YOUR AGE?		
<input type="checkbox"/> 16-24	<input type="checkbox"/> 25-39	<input type="checkbox"/> 40-59
<input type="checkbox"/> 60 years plus		
6. CURRENT EMPLOYMENT STATUS		
<input type="checkbox"/> Employed	<input type="checkbox"/> Student	<input type="checkbox"/> Retired
<input type="checkbox"/> Self Employed	<input type="checkbox"/> Other	
7. WHAT ASPECT OF THE PROJECT ARE YOU MOST INTERESTED IN?		
<input type="checkbox"/> Construction	<input type="checkbox"/> Ferry Upgrade	<input type="checkbox"/> Access
<input type="checkbox"/> Environment	Please specify _____	
<input type="checkbox"/> Other	Please specify _____	
8. DO YOU HAVE ANY SPECIFIC COMMENTS OR QUERIES REGARDING THE TERMINAL UPGRADES?		
9. WHICH FERRY TERMINALS ARE YOU PARTICULARLY INTERESTED IN ? (Tick all that apply)		
<input type="checkbox"/> Lochmaddy	<input type="checkbox"/> Uig	<input type="checkbox"/> Tarbert

10. HOW OFTEN DO YOU UTILISE THE CURRENT FERRIES?		
<input type="checkbox"/> 3 days a week or more	<input type="checkbox"/> 1-2 days a week	<input type="checkbox"/> twice a month
<input type="checkbox"/> Monthly	<input type="checkbox"/> quarterly	<input type="checkbox"/> less that quarterly
11. ON A SCALE OF 1 TO 5, DO YOU CONSIDER THAT WE HAVE PROVIDED SUFFICIENT INFORMATION TO GIVE YOU A CLEAR UNDERSTANDING OF THE PROPOSED UPGRADE WORKS? (5 is excellent and 1 is very poor)?		
12. If YOU DO NOT BELIEVE WE HAVE PROVIDED SUFFICIENT INFORMATION, PLEASE LET US KNOW BELOW WHAT FURTHER INFORMATION WE COULD PROVIDE GOING FORWARD		
13. DURING CONSTRUCTION THE NORMAL WORKING WEEK WILL NOT INCLUDE SUNDAYS. THE CONTRACTOR MAY UNDER CERTAIN CIRCUMSTANCES MAKE APPLICATION TO THE LOCAL AUTHORITY ENVIRONMENTAL HEALTH DEPARTMENT TO ALLOW SUNDAY WORKING. IN YOUR VIEW, SHOULD SUNDAY WORKING BE UNDERTAKEN?		
<input type="checkbox"/> Never	<input type="checkbox"/> On Occasion	<input type="checkbox"/> always
14. IN THE FUTURE HOW WOULD YOU LIKE US TO KEEP YOU UPDATED ON THE PROGRESS OF THE PROJECTS?		
<input type="checkbox"/> Newsletter	<input type="checkbox"/> Website	<input type="checkbox"/> Email
15. PLEASE TELL US WHAT INFORMATION YOU WOULD LIKE TO RECEIVE FROM CMAL:		
<input type="checkbox"/>	Further information about this project, including invitations to future meetings	
<input type="checkbox"/>	Information relating to any CMAL projects	
<p>I give my consent for CMAL to send me the information I have selected above by e-mail (or using my home address where an e-mail address has not been provided). I understand that I can withdraw my consent at any time.</p> <p>Signature _____ Date _____</p>		

Further information about how CMAL will process the information provided above is available on our privacy notice for stakeholder engagement which is available by request. Please ask a member of our team if you would like to see a copy before completing the form.

Thank you very much
CMAL Harbours Team

Appendix 13: Exhibition 3 – Display Boards

Environmental Considerations

ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR)

An EIAR is being produced for submission with the HRO, marine construction and dredging licence applications. It assesses the impacts on the environment, to identify if any are significant. Mitigation is also identified to minimise any negative environmental effects.

NATIONAL SCENIC AREA

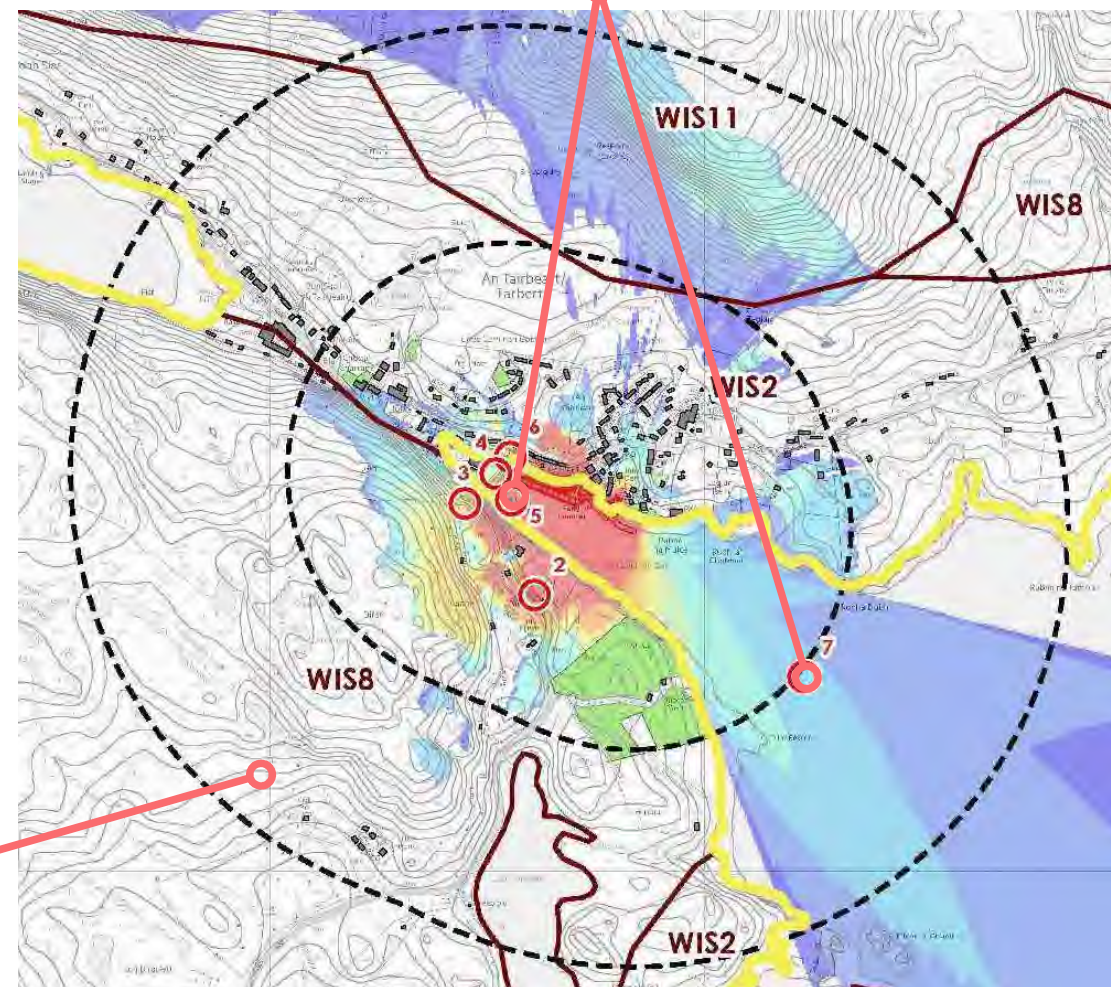
Tarbert Harbour, lies within the South Lewis, Harris and North Uist National Scenic Area. A seascape, landscape and visual impact assessment has been completed. The assessment will be included within the EIAR.

ZONE OF THEORETICAL VISUAL IMPACT (ZTV)

The ZTV identifies where the development can be seen from and the proportion of the view that it takes up.

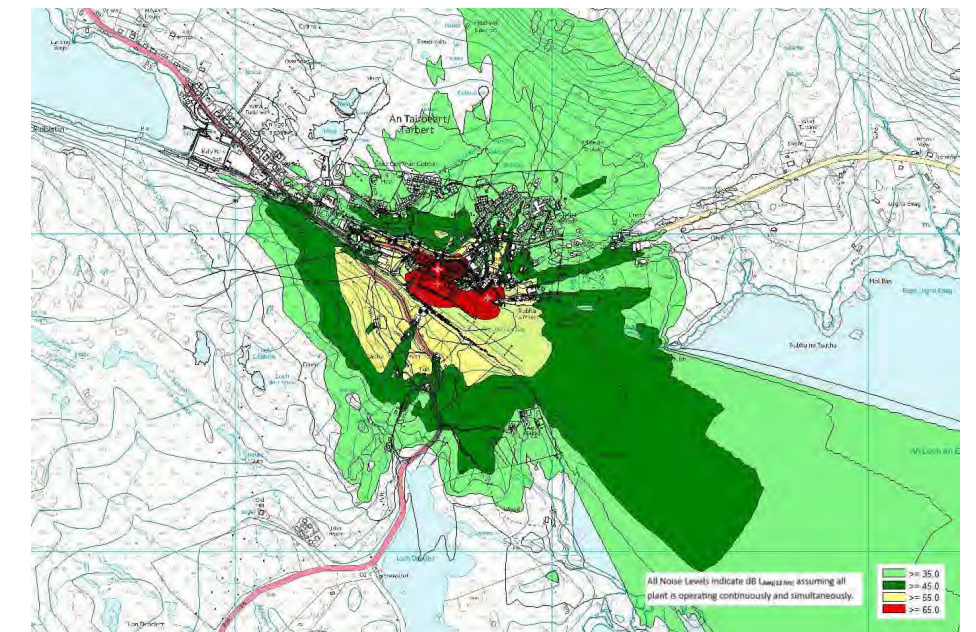
PHOTOMONTAGES

Photomontages have been developed to provide an understanding of what the development will look like from seven locations. The locations were agreed with the council and are indicated on the ZTV.



IN-AIR NOISE MODELLING

Construction noise modelling is underway to understand noise levels associated with the various construction phases. Increased noise levels in the vicinity of the works is unavoidable, but levels will be minimised where practicable. Work timing will play a key role in minimising effects. An in-air noise chapter will be included in the EIAR. The installation of a new substation allowing the new vessel to 'plug in' when berthing overnight, will reduce operational noise levels.



SIGNIFICANT SEASCAPE, LANDSCAPE AND VISUAL EFFECTS

Significant effects are predicted to arise during operation on the following receptors:

- › Tarbert – properties with direct open views
- › Users of NCN 780 'The Hebridean Way' within 150m
- › Visitors and marina users within Tarbert

When a ferry is berthed there will be intermittent significant effects on more receptors. Construction activities will also give rise to temporary significant effects.

Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Construction Method

RECLAMATION

Unsuitable material will be removed by dredging and fill material imported by road to provide land for extension of the marshalling area.

DELIVERIES

Some deliveries will originate on the mainland UK, such as precast concrete elements. Deliveries for insitu concrete, rock armour, rock infill, bituminous materials will likely originate from the Outer Hebrides.

TERMINAL BUILDING

The terminal building will be founded on a concrete slab supported by driven steel piles.

PIER RECONSTRUCTION AND EXTENSION

A pier extension will be built to accommodate berthing of the larger vessel. The existing pier will also be reconstructed and a new fendering system installed. Steel tubular piles for the pier and fendering system will be driven to bedrock using a crane with pile driving attachment. Precast concrete elements will be placed by crane and then an insitu concrete slab poured to form the pier deck.

TEMPORARY FENDERING

A temporary fendering system will be installed to allow berthing of the ferry throughout the construction period. This will be removed following the completion of the works.

DREDGING

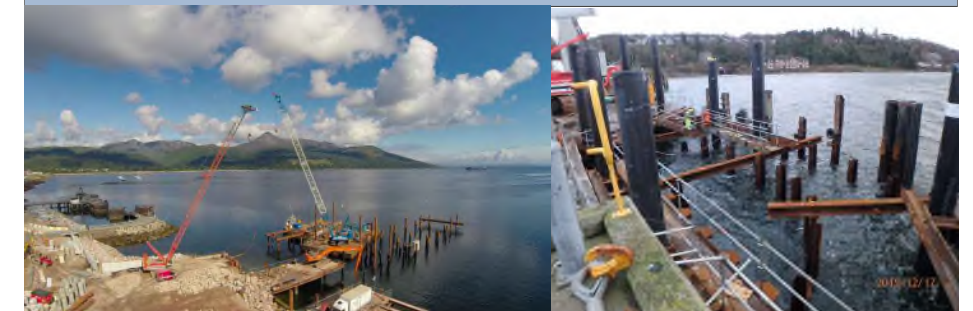
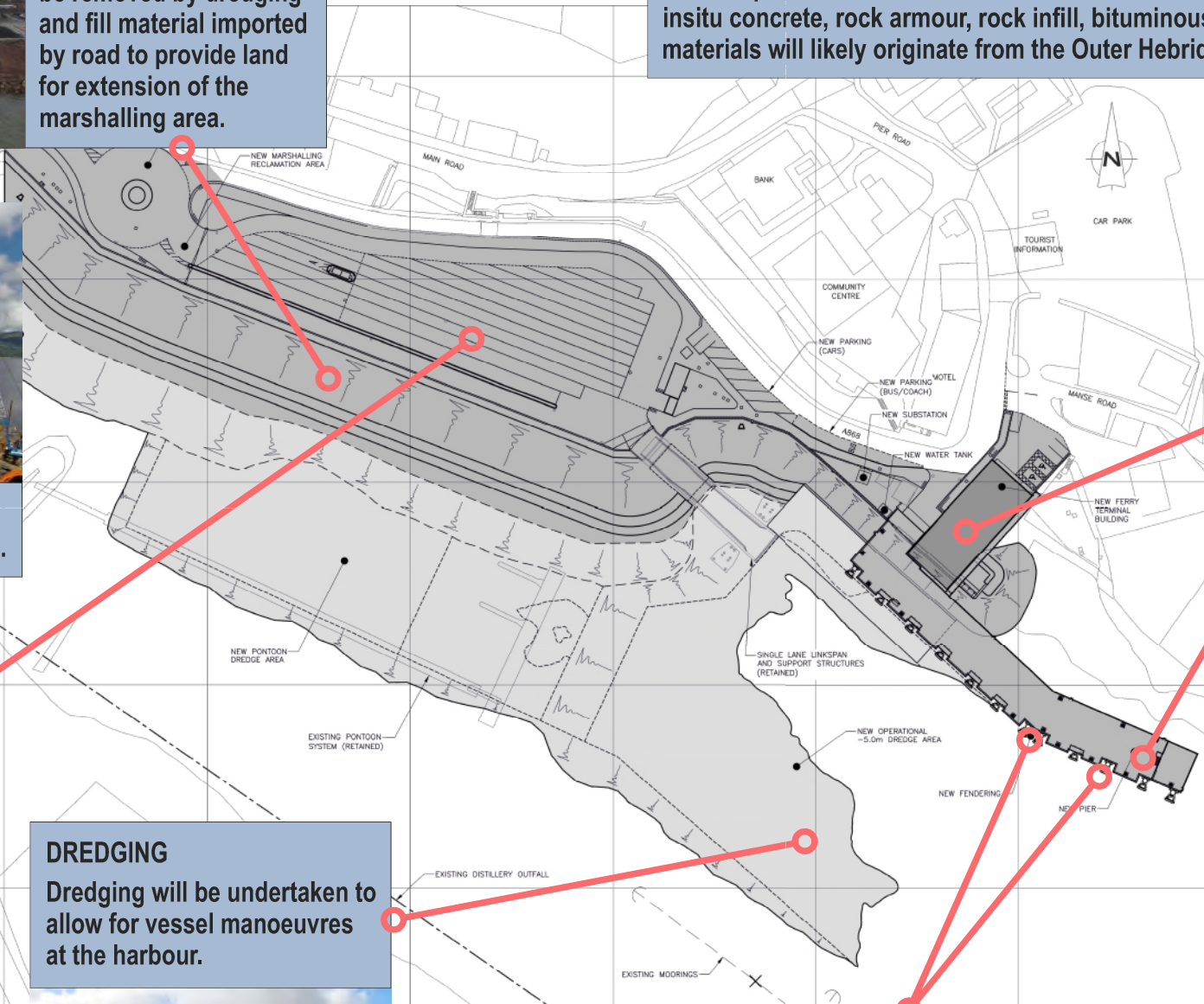
Dredging will be undertaken to allow for vessel manoeuvres at the harbour.

EARTHWORKS

The reclaimed area will be reprofiled and tied into existing adjacent areas.

CRANES

Cranes will be used throughout construction.



Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Proposed Infrastructure

DROP OFF AREA AND SHORT TERM PARKING
Bus drop off/pick up and short term car parking. Electric vehicle charger will also be located in this area.

ELECTRICAL SUBSTATION
An additional substation will be installed. This will provide power to the vessel, allowing the vessel engines to be switched off overnight, reducing both noise and exhaust emissions.

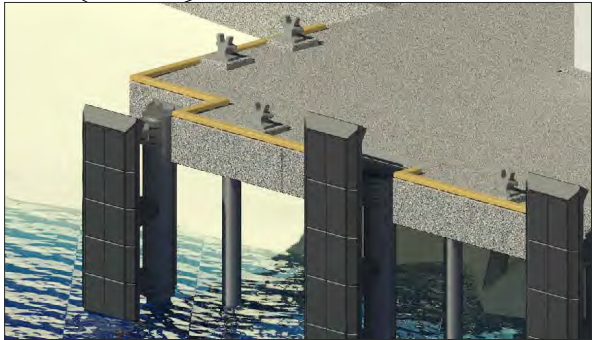
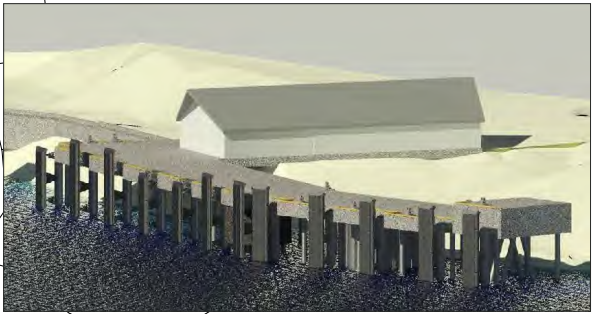
TERMINAL BUILDING
The current terminal building will be demolished to allow reconstruction of the pier. A new building will be constructed in this location following completion of the new pier.



TEMPORARY TERMINAL BUILDING
An area between the linkspan and the road will be infilled to provide additional space. During construction of the new terminal building the temporary terminal building will be located here. Once the temporary terminal is no longer required, the Calmac store will be located here.



NEW PIER
Reconstructed and extended pier. Existing dolphins will be cut down and incorporated into the new pier.



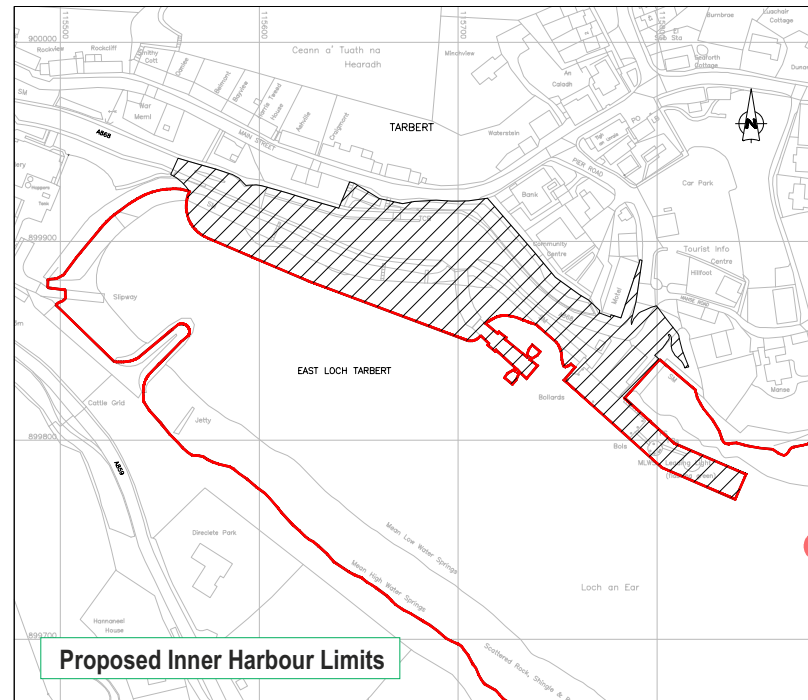
BERTH DREDGING
The ferry berth will be dredged to enable unrestricted berthing of the new vessel at all states of tide.

Tarbert

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**



Harbour Revision Order



CURRENT SITUATION

At the moment, CMAL's statutory harbour area only extends up to the approximate location of the vehicle linkspan. It does not cover the 'head' of the loch including the area of the pontoons. There is therefore no consistent Safety Management System and no clear responsibility for marine safety in inner East Loch Tarbert.

The proposal to extend the outer harbour limits is also aimed at providing improved safety management from where the loch starts to narrow Westwards towards Tarbert.

Marine activity in East Loch Tarbert is expected to increase. Therefore the proposed HRO will provide the legal framework for management of all marine activity in compliance with the Port Marine Safety Code.

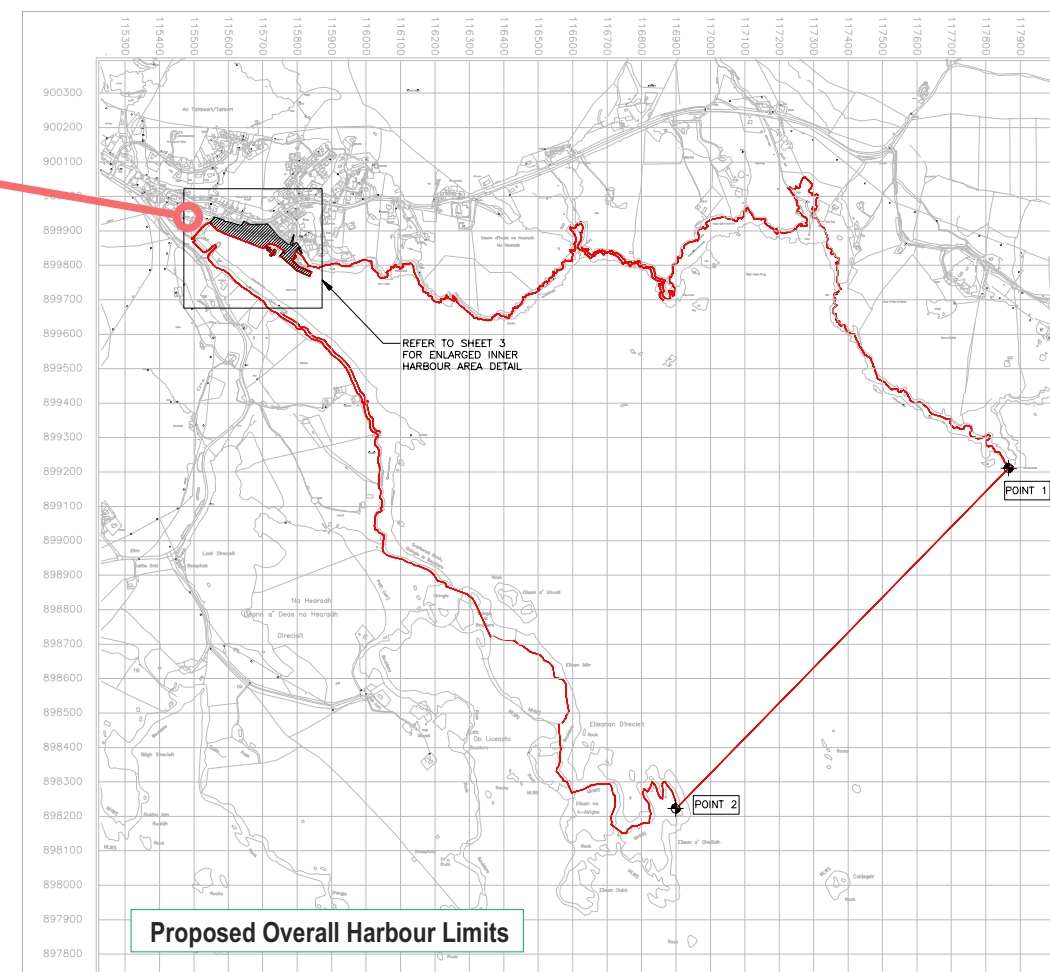
THE PROPOSAL

Extend the harbour area as identified to:

- › Provide a conservancy environment with clear, simple and safe navigation
- › Reduce navigation risk to as low as reasonably practicable
- › Provide effective management and response to marine incidents
- › Provide effective governance
- › Have a single harbour point of contact, providing a seamless interface for users
- › Ability to quickly implement the existing Statutory Harbour Area safety management system
- › Achieve full compliance with the Port Marine Safety Code

TIMESCALES

- › Draft HRO to Transport Scotland for review - *February 2018*
- › Formal submission of HRO to Transport Scotland with EIA - *October 2018*
- › Formal consultation - *November/December 2018*
- › Review and Management of Objections/Comments - *December 2018 to February 2019*
- › Written Representations - *March/April 2019*
- › HRO Decision - *May 2019*



**SKYE TRIANGLE
INFRASTRUCTURE WORKS**

Tarbert



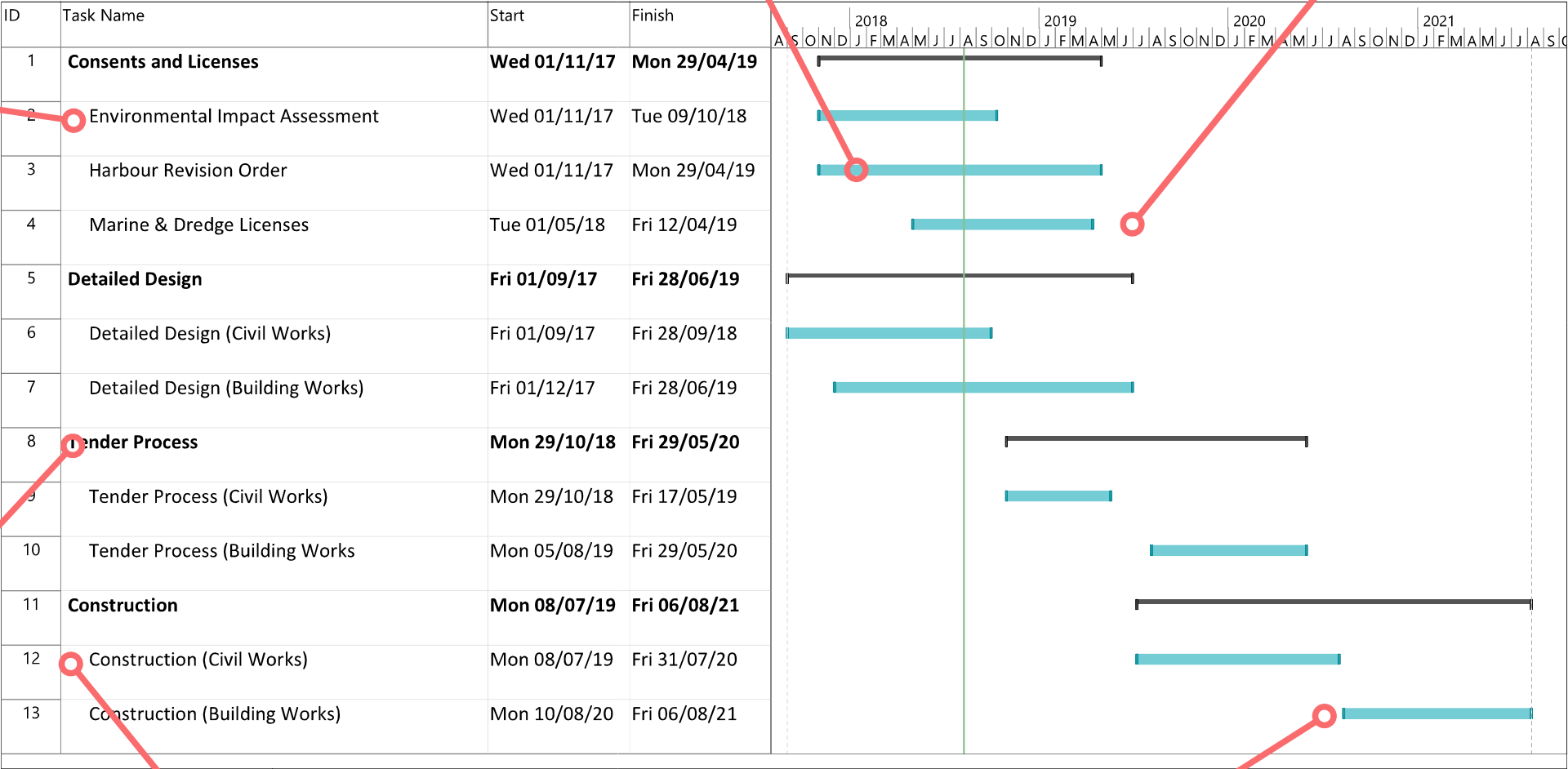
Way Forward

HARBOUR REVISION ORDER (HRO)
A draft HRO has been prepared and reviewed by Transport Scotland. Formal consultation of the HRO will commence in October 2018. The HRO will be required before construction works start.

MARINE CONSTRUCTION AND DREDGE LICENCES
Licenses will be required from Marine Scotland for dredging and construction works below Mean High Water Springs.

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
The EIA is well progressed. This has considered a number of factors including terrestrial and underwater noise, traffic impact, landscape and visual impact, biodiversity and nature conservation. The EIA report will be required for the HRO and Marine Construction and Dredge Licence application submissions.

PROCUREMENT
The construction work procurement process is expected to commence in October 2018 to correspond with the Scottish Government budget timescales.



CONSTRUCTION (CIVILS WORKS)
Construction of the civils works is now expected to commence around mid 2019 and is expected to last approximately 12 months.

CONSTRUCTION (TERMINAL BUILDING)
The civils works will need to be completed before the proposed new terminal building is constructed. A temporary building will be provided until the new building is completed.

**SKYE TRIANGLE
INFRASTRUCTURE WORKS**

Tarbert



Have Your Say !

INPUT

We would like to hear your thoughts on:

- › The updated infrastructure plans for each of the harbours;
- › Likes, dislikes and/or concerns; and
- › Aesthetic preferences.

We will use your feedback to inform our studies and proposals moving forward.



PROVIDING FEEDBACK

Please give us your views on the planned Terminal Upgrades by:

- › Completing an online questionnaire at:
<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

This feedback will then be incorporated into the final design and environmental impact assessment, where practicable.



WHAT NEXT

An advert will be placed in the local papers, and on the project website when the Marine Licence, Planning Consent and Harbour Revision Orders have been submitted. This will provide the details on where you can view the Environmental Impact Assessment Reports and how to provide consultation responses to the relevant authorities.



AFTER SUBMISSION

Marine Scotland, Transport Scotland, Highland Council's Planning Department and Comhairle nan Eilean Siar's Planning Department will carry out public consultation once the various applications are submitted.

During their consultation, comments should be provided directly to them.

THANK YOU

Thank you for taking the time to attend this Skye Triangle Consultation Event.

STAY IN TOUCH

For the latest project information see:

<http://www.cmassets.co.uk/project/skye-triangle-infrastructure-works/>

SKYE TRIANGLE INFRASTRUCTURE WORKS



Appendix 14: Questions and Answers

Questions and Answers

No.	Stakeholder Comment/ Questions	Response/Answers
1	A lot of planning and detail has gone into the development project. It's a challenge with huge costs but it's a major benefit to the islands. I hope public safety will be of top priority to all passengers. We have a very good ferry service and looking forward to the new vessel.	Safety is always the first consideration for everyone involved in the operation of the ferry service, including the travelling public, staff and contractors. CMAL and CalMac are committed to ensuring that this is always the case.
2	It would be of major benefit widening the approach route in ferry terminal and extending one of the main car parks because there is such a heavy volume of traffic	The proposed road layout will provide a much better approach to the marshalling area. This layout, incorporating a roundabout, will also provide a means of turning if someone finds themselves going in the wrong direction. The layout has been discussed with the roads authority and a Traffic Assessment has been completed. The extra capacity in the marshalling area should prevent back up onto the public road.
3	The current winter timetable does not allow daily access between Uig and Tarbert. The timetable should be amended to facilitate this.	This is not within the Tarbert ferry terminal upgrades remit; however, it is noted that CFL have no plans at the moment to change any timetables.
4	Tarbert - proposals are generally good and should improve unloading. However, a solution (roundabout) is required to the issue of people turning vehicles at the head of the marshalling area.	The suggestion with regard to a roundabout was incorporated into the design, see answer to Comment 2 above.
5	General - Building 2 boats (1 for each route) would have surely been less than the £55m to be spent coping with a bigger vessel.	This decision has already been made and is outwith the remit of the Ferry Terminal Upgrade project.
6	Will it still be possible to have running moorings as before? At least we would like to have the option.	Any running moorings on the North side of the loch will need to be removed to facilitate the construction of the extended marshalling area. Given the closer proximity of the extended marshalling area to the pontoons, it is unlikely that these will be reinstated. There are no plans at this time to touch any running moorings on the South of the loch as part of the project.
7	Is it best to dredge all of the loch, rather than just the area around the pier?	The material was found not to be suitable for reuse and that the marshalling area will need to be dredged before the land can be reclaimed, and the nearest disposal ground is Stornoway, hence dredging has been minimised. However, to gain access to dredge the marshalling area to be dredged an access dredge is required, which includes the area around the pontoons.
8	I would like to see a lift at the terminal to enable people with access issues to board the ferry the same way as able-bodied people. They	Access to the vessel will continue to be provided by a gangway. New gangways will however be provided which will reduce the maximum slope up to the vessel from the pier (to a

No.	Stakeholder Comment/ Questions	Response/Answers
	shouldn't have to battle the elements whilst taking the long route aboard via the car deck.	<p>maximum of 20 degrees at high tide compared with a maximum angle of approaching 30 degrees if the current gangways were used).</p> <p>The provision of facilities similar to those at Ullapool and Stornoway has been considered. However, the foot passenger numbers on the 'Skye Triangle' routes are very low compared to the Ullapool/ Stornoway route and the cost of provision of similar passenger access arrangements on the Skye Triangle is therefore prohibitively high.</p> <p>Passengers that cannot use the gangways will continue to be given assistance via the car deck.</p>
9	Also, would like to see a 'changing places' facility at the Tarbert Terminal (plus other two). There are no Changing Places facilities in the Western Isles, so this would be good PR for CMAL.	The current building plans for Tarbert now incorporates a 'Changing Places' facility.
10	Grateful for assistance and answering questions. Can we please have a community feedback group with weekly meetings during the building works?	On other projects, we have held regular 'drop in' sessions to enable the community to discuss any issues with the project team. We are committed to doing something similar in this case.
11	More information on exit for vehicles leaving the ferry, entering the marshalling key vehicles going on ferry.	This information was provided at Exhibition 3 and is included in the EIAR.
12	Lack of access at Tarbert for disabled and wheelchair pedestrian users - from piers onto ferry.	see response to 8 above regarding passenger access.
13	Impact on foot passengers transport connections by late sailings needs consideration	This issue has been passed to CFL whom are responsible for operating the ferries. This is outwith the scope of the infrastructure project.
14	Tarbert - really need improved access for elderly and wheel chair users - poor if gangway still being used. At moment people/cars collect tickets at office, head west on one-way system, and have to complete three-point turn to get into marshalling yard. This should not be part of the construction.	<p>see response to 8 above regarding passenger access.</p> <p>see response to comment 2 above regarding the inclusion of a roundabout in the design.</p>
15	Can you please dredge entire bay to help new marina project?	See response to comment 7 above.
16	Please dredge entire basin to improve accessibility for leisure craft.	See response to comment 7 above.

No.	Stakeholder Comment/ Questions	Response/Answers
17	Rather late in starting, could upset next year visitors and locals. More exact times of work start and completion	Works should be starting in the Autumn/ winter 2019, with the plan that some of the disruptive work, particularly the dredging towards the head of the loch can be completed before the summer months. However, given the extent of the works and resulting duration, it is impossible to avoid working through at least one summer season. We will be working with the appointed contractor to keep any disruption to a minimum. The works have been designed and planned to avoid disruption to the timetabled ferry service. The construction programme will be publicised once consents have been granted.
18	It is important that I am informed when the interior of the terminals is being designed. I want to feed ideas for the interior design for disabled people, through the Harris Disability Access Panel.	We have had discussions with Harris Disability Access Panel at consultation events and the Panel were also sent details of the proposed building layout which includes a 'Changing Places' Facility and were given the opportunity to provide feedback.
19	May I suggest that on the round heads at the seaward end of each of the three piers, that some form of small circular rail is fitted possible in the centre of each roundhead. This would allow the person mooring a vessel to wear a safety harness which he or she could clip a cord from the harness onto this rail. The length of the cord to allow the person to move around the entire deck area of the roundhead unrestricted but to be of such a length to only allow the person to reach the roundhead coping. This safety harness would then prevent the wearer from being blown off the roundhead by a strong gust of wind ending up in the sea, which could result in serious injury, or loss of life. This may be the right time to design and install such an important safety feature on exposed pier roundheads.	CalMac, who operate the harbour at Tarbert, have considered this suggestion. They have reviewed their Mooring Operations Risk Assessment to include an additional control measure for "Mooring whilst using harness/lifelines". The outcome of this assessment is that wearing a harness would increase the likelihood of an incident occurring rather than decrease it and for that reason they have recommended that this suggestion is not progressed.
20	<p>Why has the approach been taken to try and make the old infrastructure good rather than construct new berths in deeper water that will have a much longer lifespan?</p> <p>All of these berths are old steamer piers that should have been replaced long ago. New berths should be built to accommodate vessels of a standard draft and around the length of the Loch Seaforth to make them future proof. Building new berths would also mean that there would be NO disruption to services on the Uig triangle which will no doubt be affected throughout 2018 and 2019.</p> <p>Lochmaddy - The caisson extension is a good idea but given the poor material condition of the rest of the berth a new pier should be</p>	<p>A consideration of alternatives is provided in Chapter 2 of Volume 2 of the Tarbert Ferry Terminal Upgrade - Environmental Impact Assessment Report (EIAR). Re-building existing Infrastructure is the most efficient and cost-effective methodology to ensure resilience of facilities.</p> <p>In scope vessels identified as suitable by CalMac have been included within the design works to provide as much flexibility across the fleet of vessels as possible.</p> <p>Regarding disruption to services, the works at both Tarbert and Lochmaddy have been design and planned to avoid disruption to the timetabled ferry service.</p>

No.	Stakeholder Comment/ Questions	Response/Answers
	considered in a location that would give the ferry more sea room It's time CMAL used some common sense when attempting to improve the ferry network. The design of the new ships was bent to fit the current berths however now all 3 berths need huge sums of money spent to accommodate the vessel designed for them. These ships are to stated to fit X amount of berths in the CMAL presentations so how many more berths will now need strengthening work to accommodate them? If new berths had been part of the initial plan CMAL could have built much better ships than what are currently under construction	Lochmaddy pier is generally in reasonable condition. The only section that requires work is the middle section which was built in the 1950s. This will be strengthened and repaired as part of the Lochmaddy works. The comments regarding improving ferry network will be fed into the Network Strategy Group that is led by TS and considers future vessels and infrastructure needs.
21	Roundabout – can an artic coming from Scalpay make the turn?	We have checked the 'swept paths' of a range of vehicles in the design process and we can confirm that an articulated lorry can negotiate the turn from both an Easterly and Westerly direction of travel on the public road.
22	Consideration should be given to number of camper vans coming into Tarbert via Uig. They are currently classed as "car".	This is out of scope for the Tarbert ferry terminal upgrade project. The marshalling area will provide sufficient space for campervans in addition to other vehicles. How they are classified for the purposes of setting of fares is for the ferry operator to determine. This has been passed to CalMac who will consider during their timetable consultation process.
23	Concerned that our newly financed marina is being squeezed – we must hope that future bore holes can be used for infill to increase the depth of the water around the marina.	See response to comment 7 above. We have and will continue to liaise with the marina owners regarding the design and construction of the works.
24	Concern re uncertainty of provision and / or timing of new terminal building. Can you provide assurance that this will be provided?	Programme for construction of the terminal building is currently 2021. The draft Scottish Government budget tabled in December 2018 included funding based on the delivery of all planned works, including the terminal building. Although the final budget has still to be approved, it is currently the plan that the building will be provided as part of this project.
25	Please provide building and water tank details, concern about impaired view from hotel and nearby homes.	The location of the building, water tank and substations has been considered throughout the design process. Specific stakeholder discussions have been held with regard to this issue. As discussed, Chapter 2 and 14, of Volume 2 of the EIAR every effort has been made to minimise associated visual impacts on local receptors, but local significant effects cannot be avoided due to the constraints of the site.
26	Concerned about passenger access at all 3 facilities, especially for elderly, disabled passengers, how will they be accommodated?	See response to comment 8.

No.	Stakeholder Comment/ Questions	Response/Answers
27	Please can we have the shore side works complete BEFORE the ship arrives	<p>We are endeavouring to complete the shoreside works as expediently as we can and are aiming for, at the least, having the dredging and pier works completed so that the new vessel can berth unrestricted. There are, however, a number of critical consents needed in order to be able to construct the works and while we can work towards obtaining these consents as quickly as we can, there are elements outwith our control which make it difficult to state with absolute certainty when the work will start.</p> <p>Subject to necessary consents being obtained, construction works are programmed to start in Autumn 2019. Programme updates will be provided.</p>
28	Can we please give consideration at future consultation/ communication events to accessibility of the display material for those who have a physical disability (eg. position and height of display boards).	This is noted and we acknowledge that there was a problem at the 2 nd exhibition. At the 3 rd Exhibition display material was available to be viewed on a laptop, which could be positioned to suit anyone.
29	Can we provide 24-hour access to the proposed Changing Places facility at Tarbert?	<p>The decision on restricting availability to the opening hours of the ferry terminal was made following Changing Places Consortium advice, and on the basis of making sure there is always someone available should assistance be required or problems with the facility being noted. This approach mirrors that adopted elsewhere.</p> <p>We note the suggestion to engage with a third party to provide 'coverage' outwith ferry terminal opening hours. However this would be difficult to accommodate as this is part of the main building and would require allowing a 3rd party to access the building unsupervised.</p>
30	Can you confirm whether the upstairs area of the proposed terminal building will be used as a working area for staff?	The upstairs attic space of the building is not intended as office space. It will be used for plant and equipment only. Access to the attic will be for plant and equipment maintenance only.
31	Can you confirm where accessible parking spaces will be situated at the proposed new terminal building	The proposed accessible parking area will be adjacent to the terminal building (at the North side of the building).
32	Once the Uig triangle harbours (Uig, Lochmaddy and Tarbert) have been dredged, will the MV Isle of Lewis be able to berth at every one of those ports at all states of tide, as at the moment she has to wait until high tide?	MV Isle of Lewis is one of the 'reference vessels' in the project, which means that designs have been developed to ensure the vessel would be able to access these harbours without tidal restrictions once the works are complete.