



**SHIPPING AND TRANSPORT  
STRATEGIC WORKSHOP**  
Thursday 19<sup>th</sup> June 2008

**WORKSHOP REPORT**

**DRAFT**

## Preface

The Shipping and Transport workshop was held on 19<sup>th</sup> June 2008 at Glasgow Caledonian University. The workshop was facilitated by Professor John Kelly of Axoss Ltd and recorded by Pamela Thomson of Glasgow Caledonian University. Contact details are below.

The workshop was tasked with informing the development of the Firth of Clyde Marine Spatial Plan through the identification of drivers for transport and shipping and the strategic vision of those representing the sector.



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## 1 Executive Summary

The objectives of the shipping and transport strategic workshop are to respond to the Firth of Clyde Marine Spatial Plan (MSP) vision statement;

*"the Firth of Clyde will have a healthy marine and coastal environment, rich in biodiversity and natural resources. This will enhance the quality of life for local communities and contribute to a diverse and sustainable economy for the West of Scotland"*

This response to the above, determined issues, identified drivers, highlighted the functional vision and established strategic options.

The primary concern of the workshop group was safety comprising; user safety and navigational safety relating to geographically fixed, floating and land based elements. It is recognised that there are diverse users within the Firth of Clyde comprising the military, commercial shipping including a number of ferries, leisure users, fishing and mariculture. The Firth of Clyde is unique in the UK as a stretch of water with so many diverse users; the nearest equivalent with fewer types of activity is the Solent. The functional vision statement emphasised the concern with safety with the requirement to "form a strategic overview for the continued safety of the maritime user". This vision had a number of interrelated facets namely:

- ❖ The Clyde Port Authority to be considered a "neighbour" in the context of on-shore planning and development
- ❖ The development of shipping and transport within the Firth of Clyde were focused on the interaction between a comparatively stable commercial shipping sector (stable in terms of activity growth) and both; a leisure industry perceived as growing significantly in all activity sectors; and the considerable expansion of shore side development. These drivers require an enhanced statutory consultation and liaison process between the leisure industry and the statutory regulators.
- ❖ The view was taken that someone has to pay for open-access for all and that the leisure industry should be more accountable and should contribute to the cost of self-regulation and the cost of the statutory duties carried out by the Clyde Port Harbourmaster.

It was recommended that the MSP contain a methodology for consultation and a suggestion for a single point for consultation and discussion. This single point currently exists in the form of the Firth of Clyde Forum (FOCF) whose role could be enhanced to act as a vehicle for not only consultation and discussion but also be responsible for the dissemination of best practice and recommendations for the self regulation of the leisure user. It was finally recommended that the FOCF be central government funded to avoid the contention of self interest through the funding mechanism.

## 2 Introduction

The shipping and transport strategic workshop was held with the primary aim of informing the Strategy for the Firth of Clyde Marine Spatial Plan. The workshop comprised representatives of those organisations having a valid input to the sector. The specific workshop objectives were:

- ❖ Determine the 20 year vision for Shipping and Transport sector
- ❖ Identify the key internal and external drivers that are likely to affect the sector particularly over the coming five years.
- ❖ Establish the strategic position of the sector.
- ❖ Develop strategic options for the sector.

### 3 Issues Analysis

The project issues were summarised by the team by brainstorming and recording on post-it notes displayed on a 'working wall.' Once complete the team categorised the issues under issue headers that derived from an analysis of the documentation to date supplemented as necessary. The seven most important issues to individuals were highlighted by "spending" black dots as appropriate. The three issues considered critical by individuals were highlighted by red dots. The table below summarises all issues and their importance and critical weighting.

<b>ISSUES ANALYSIS SUMMARY</b>			
	<b>Heading</b>	Black	Red
	<b>Organisation</b>		
1.	Responsibility for zoning in Clyde		
2.	Harbour authorities & charges		
	<b>Stakeholder</b>		
3.	Need for consultation amongst users	2	
4.	Ferries interaction with leisure users	1	
5.	Relative influence of different sectors	1	
6.	Dealing with pressure groups	1	
	<b>Context/Culture</b>		
7.	Public right to navigate	1	
8.	2 port areas & open space	1	
9.	Greater understanding of non-professional users		
	<b>Legal/Legislation</b>		
10.	Mechanism to ensure future developments	2	1
11.	Need for regulation		
12.	Statutory harbour authorities	1	1
13.	Pilot exemption certificates remit		
14.	Highly regulated commercial sector but not leisure	2	
15.	Ports not statutory consultees for fish farms		
16.	SFPA are funded to police fishing		
17.	Marine Navigation Bill (quals based)		
	<b>Location</b>		
18.	Integration ferry/rail	3	1
	<b>Capacity (resources/space)</b>		
20.	Growth in marine infrastructure requires long term planning		

	<b>Community/Politics/Local Planning</b>		
21.	Desire for new ferry routes	1	1
22.	Lighting pollution issue		
23.	Need for consultation on shore side development	2	2
24.	Lack of co-ordination between shore & marine planning		
25.	Renewable energy planning	1	
26.	Impact of terrestrial planning on marine environment		2
27.	Planning for sub-surface generators	1	2
	<b>Finance</b>		
28.	What is the true cost of risk	1	
29.	Someone has to pay for open access	2	
30.	Reality of commercial drivers	1	1
	<b>Time</b>		
31.	Future proofing eg gas terminal	2	
	<b>Parameters and Constraints</b>		
32.	Funding the regulator	1	
	<b>Safety</b>		
33.	Marine Safety	4	5
34.	Safety & Environmental interactions	2	1
35.	Navigational safety	1	
36.	Interaction safety amongst users		
37.	Radio picture interference from shore side developments		
38.	Problems with creel pots in navigational channels		
39.	SFPA should deal with creelers		
40.	Risk increases as leisure users increase		
	<b>Change Management</b>		
41.	River bus opportunities		
42.	Impacts of developments in leisure on commerce		
43.	Making leisure industry more accountable		
	<b>Information</b>		
44.	Long term view of sustainable drivers	1	
45.	What is the responsibility of leisure users		

## **Commentary on Issues analysis**

The primary issue to be considered within the issues analysis section of the workshop was marine safety comprising; user safety and navigational safety relating to geographically fixed, floating and land based elements. It is recognised that there are diverse users within the Firth of Clyde comprising the military, commercial shipping including a number of ferries, leisure users, fishing and mariculture. The Firth of Clyde is unique in the UK as a stretch of water with so many diverse users; the nearest equivalent with fewer types of activity is the Solent.

The regulatory authority is vested in the Clyde Port Harbourmaster and the MoD Queen's Harbour Master. The recently established Caledonian Maritime Assets Ltd (CMAL) owns the ferries, ports and harbours and infrastructure necessary for ferry services within the Firth of Clyde and also the West coast of Scotland. CMAL is wholly owned by the Scottish Government with Scottish Ministers the sole shareholders. CMAL has harbourmaster responsibility at Largs.

The Clyde Port Authority is funded through fees levied on commercial operators within the Clyde. There is an issue as to whether payment should be made by leisure users who come within the remit of the Clyde Port Harbourmaster. The split between the highly regulated commercial sector and the leisure user, perceived as non regulated, gave rise to a debate centred on the need for more regulation and further education of non professional users. The view was taken that someone has to pay for open-access and that the leisure industry should be more accountable and should contribute to the cost of self-regulation and the cost of the statutory duties carried out by the Clyde Port Harbourmaster.

Currently there is no requirement for terrestrial planning authorities to consult on the marine safety implications of new shore side developments. Of particular concern were developments where light pollution is an issue, for example, football floodlighting and lighting for golf ranges. This led to a wide-ranging discussion of the need for the Clyde Port Authority to be a statutory consultee i.e. to be a "neighbour" for any development impacting the Firth of Clyde. Linked with planning is the full realisation of the implications for shipping and transport of renewable energy initiatives. Whilst it is currently accepted that offshore wind and tidal energy is not currently an issue within the Firth of Clyde it is so accepted that advances in technology may mean that it becomes an issue in the future. The two primary safety issues are concerned with the proper planning for sub-surface generators and the radio picture interference that can occur from shore side developments.

The site of fish farms and the problems with creel pots in navigational channels was discussed in the context of a requirement for zoning. It is recognised that the SFPA (Scottish Fishing Protection Agency) are funded to police fishing and should deal with errant creelers.

Any development in shipping within the Clyde is likely to be centred on facilitating shore side for development with regard to new initiatives for the shore side and offshore handling of fuel and the servicing of existing ports by a considerably up graded railway. The river bus proposal was briefly discussed.

A short discussion of the interaction between safety and environmental issues focused on the preservation of human life and the conservation of species, the

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example was given of the necessity to maintain safe passage by the dredging of channels. It was recognised that different sectors and pressure groups have influence not necessarily related their numbers.

## 4 Key Drivers

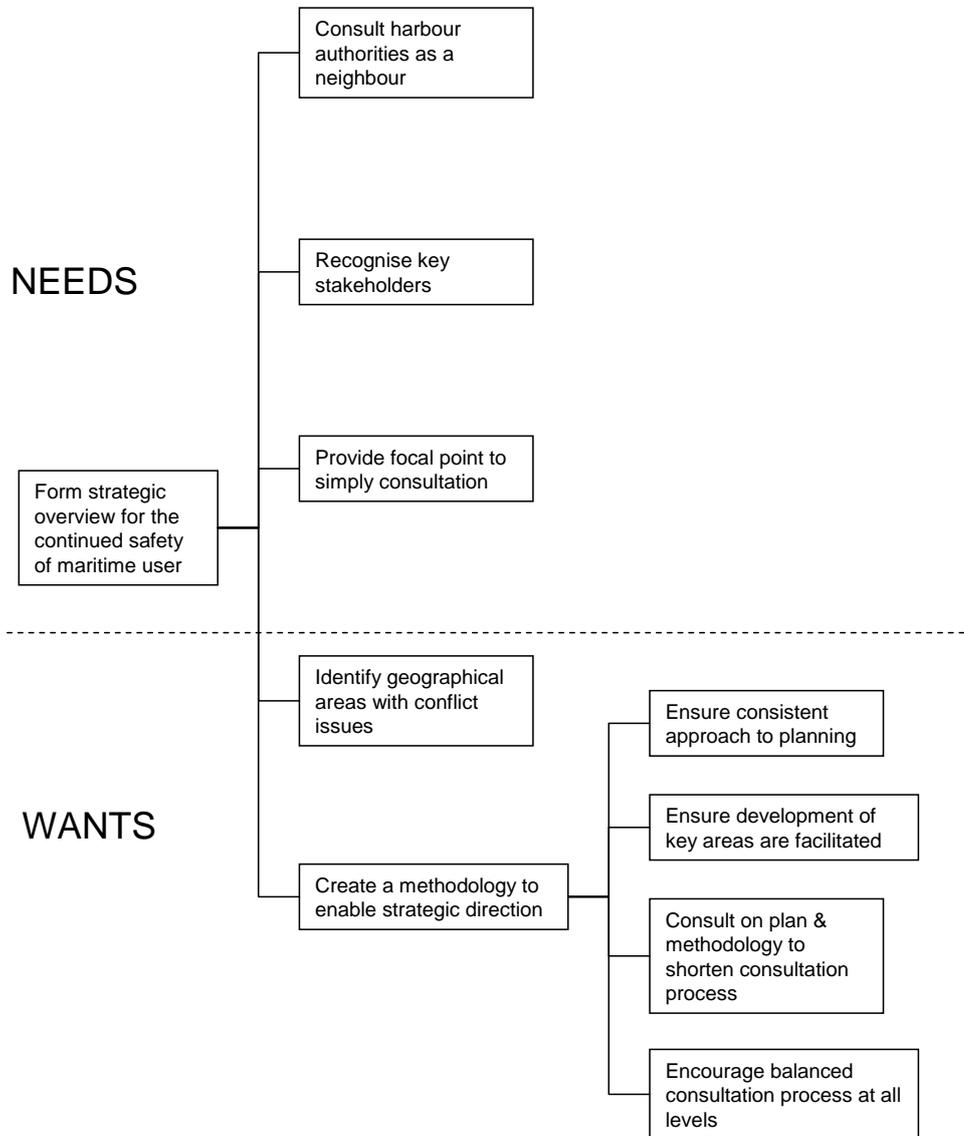
1. There is a need to educate planners and developers on marine safety issues.
2. Marine safety should be a driver in terrestrial planning.
3. Marine safety should drive consultation for shore side development
4. There is a need for statutory consultation
5. There is a need to make explicit the accountability and responsibility of non-regulated users.
6. There is a need to address the question as to whether the FoC Marine Spatial Plan addresses issues or makes benefits explicit?
7. There has to be a resolution of perception of ownership of water which will drive the need to consult on a number of issues.
8. Improved rail may drive ferry demand but not on new routes
9. Because of the longevity of the marine development process there is a need for Government strategic direction. Marine development cannot easily re-act to instant demand for example any development of the Hunterston Terminal
10. Recognise the opportunities of the FoC's deep water.
11. Need to integrate ports with a government strategic plan
12. Where are renewables to be sited?

### Commentary on drivers

The drivers for the development of shipping and transport within the Firth of Clyde were focused on the interaction between a comparatively stable commercial shipping sector (stable in terms of activity growth) and; a leisure industry perceived as growing significantly in all activity sectors; and considerable expansion of shore side development. These drivers require an enhanced statutory consultation and liaison process between the leisure industry and the statutory regulators. The conclusion of this debate is the need for a definition of accountability and responsibility of all users of the Firth of Clyde.

Expansion in shipping within the Clyde will only come from the new initiatives resulting from a government sponsored strategic plan. However it is recognised that there is a need to site particularly electricity generation stations closer to the point of import of the fuel and that the deep-water provides opportunities. Growth in container handling is unlikely except in the context of the import/export of goods to and from Scotland, as unlike the container facilities on the south coast the Clyde is not on a container ship route to another port.

## 5 Functional Vision Diagram



## **6 Strategic Options**

1. Promote safety to leisure users
2. Educate those not operating under regulation
3. Give guidance to stakeholder groups
4. Enhance the role of Firth of Clyde Forum with memorandum of understanding and government funding.
5. Make marina operators responsible for code of conduct
6. Form database of consultees
7. Educate planners on marine safety issues
8. Make explicit the safety implications of terrestrial developments

## APPENDIX 1 – List of attendees

<b>Name</b>	<b>Organisation</b>	<b>Email address</b>
Andrew Flockhart	Caledonian Maritime Assets Ltd	<a href="mailto:Andrew.flockhart@cmassets.co.uk">Andrew.flockhart@cmassets.co.uk</a>
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Ken Clark	MOD Queens Harbour Master, Clyde	<a href="mailto:Ken.clark@a.dii.mod.uk">Ken.clark@a.dii.mod.uk</a>
Ron Bailey	Clydeport Harbour Master	<a href="mailto:Ron.bailey@clydeport.co.uk">Ron.bailey@clydeport.co.uk</a>

## APPENDIX 2 – Agenda

### SECTORAL SUB GROUP WORKSHOPS SHIPPING & TRANSPORT 19<sup>th</sup> June 2008

#### AGENDA

9.45	Arrival and Coffee
10.00	Introductions Opening remarks – John Eddie Donnelly Project Officer  Issues Analysis Brainstorming of issues & sorting under headings
11.00	Coffee  Evaluating issues and identifying drivers  Sector orientated functional vision statement
12.30	Lunch  Diagrammatic representation of sector orientated functional vision statement  Formalise strategic options
14.30	Tea  Confirm success criteria for sector Measures of success taking account of: ▪ Factors conducive to enhancing vision ▪ Factors likely to compromise vision  Action plan for developing strategic options
16:30	End

## APPENDIX 3 - Background Paper Circulated Prior to the Workshop

SSMEI Clyde Pilot

Background Paper

### Shipping and Transport Strategic Workshop

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#### 1 Introduction

This is one of a number of workshops being organised for the key sectors within the Firth of Clyde. This workshop will consider how marine planning can assist the Shipping and Transport sector develop sustainably within the Firth of Clyde. The aim of the workshop is to identify a number of strategic options that can be developed into policies for the Firth of Clyde Marine Spatial Plan (FoCMSP).

#### 2 Background

##### Scottish Sustainable Marine Environment Initiative

The Scottish Executive instigated the Scottish Sustainable Marine Environment Initiative (SSMEI) in November 2002. The SSMEI is intended to inform future Scottish Government policy with respect to management of the marine environment. The Clyde Pilot is one of these schemes, with the others being located in the Shetland Isles, Berwickshire Coast and the Sound of Mull.

##### SSMEI Clyde Pilot

The SSMEI Clyde Pilot is tasked with the development and delivery of more integrated and sustainable management of the marine and coastal areas of the Firth of Clyde through an effective and integrated stakeholder-regulator partnership. It aims to achieve this through the creation of a Marine Spatial Plan, together with improved decision support mechanisms and integrated decision making. These will be underpinned by the application of an ecosystem based approach to sustainable development.

##### Firth of Clyde Marine Spatial Plan

The FoCMSP will establish an overarching policy framework to guide the sustainable development of activity within the Firth of Clyde. It is intended to streamline the development applications process encouraging investment and sustainable development. It will be strategic in nature and in this respect may be likened to a terrestrial structure plan.

##### Vision

The FoCMSP will support the delivery of the following 20-year sustainable vision for the Firth of Clyde:

"The Firth of Clyde will have a healthy marine and coastal environment, rich in biodiversity and natural resources. This will enhance the quality of life for local communities and contribute to a diverse and sustainable economy for the West of Scotland"

##### High Level Aims

In the context of this long-term vision, the FoCMSP's high-level aims are:

- Social: Maintaining the well being and cultural diversity of coastal communities.
- Economic: Providing a framework that supports current economic activity, opportunities for growth and attracts investment.
- Environmental: Maintaining and enhancing the biodiversity, landscape and seascape of the Firth of Clyde, by protecting and improving its natural resources.

### Sectoral Plans

An important aspect of the FoCMSP is the integrated management of future sectoral developments. Through the development of Sectoral Plans a better understanding of the cross-sectoral and intra-sectoral measures needed to enable businesses operating in the Firth of Clyde to develop sustainably will be achieved.

These strategic forward plans will be fed into the development of FoCMSP. They will be formed through identifying the key drivers that are likely to affect the sectors, both externally and internally which will enable the strategic position of the sector to be recognised.

### Location

The SSMEI Clyde Pilot and the FoCMSP encompasses all the marine or tidal extents within the Firth of Clyde, from the tidal weir at Glasgow Green, to the heads of Loch Long and Loch Fyne. The seaward boundary is from the tip of the Mull of Kintyre across to Finnarts Point, north of Loch Ryan. The project area includes at least 620 miles of coastline and a surface water area of some 3,650 km<sup>2</sup>.



#### 1 Strategic Sectoral Planning Workshops

These workshops are strategic in nature. The aim of this workshop is to identify the strategic objectives of the Shipping and Transport sector within the Firth of Clyde and consider how the FoCMSP can assist in delivering these.

### Workshop Objectives:

1. Determine where each sector wants to go (their 20 year vision)
2. Identify the key internal and external drivers that are likely to affect the sectors, particularly over the coming 5 years
3. Establish the strategic position of the sector
4. Develop strategic options for each sector

### Preparation

We ask that you read the **Environment Baseline: Issues by Sectors, Sectoral Interaction Survey Summary** and **Socio Economic Review Extract**. These are a starting point of what we have identified as key issues that can be addressed by the FoCMSP. Please consider what issues of a strategic nature you wish to raise.

### Outputs

It should be noted that the outputs of the workshops must be considered in terms of the existing legislative and regulatory mechanisms and frameworks, or within what might be a realistic expectation of the legislative framework over the next 5 years. However, this does not preclude the potential for voluntary approaches to be utilised in the delivery of any strategy.

The output of the workshop will be the development of strategic options that respond to issues and requirement highlighted during the workshop process. These will then be used in the development of the policies, proposals and targets in the FoCMSP.