

Authority Information

Non-Executive Directors	Gavin Davis (Chair) Nicola Robertson (Vice-Chair) James Wilson Lorna Spencer Shona MacLeay David MacDonald Helen Webb Sandra McLean
Chief Executive Officer	Jacqueline McDonell
Harbour Master	James McLean
Auditor	Stephen Bargh Director with William Duncan & Co. 30 Miller Road Ayr KA7 2AY
Business Address	Harbour Office Mallaig Inverness-shire PH41 4QB
Bankers	Bank of Scotland Commercial Broxden House Lamberkine Drive Perth PH1 1RX
Solicitors	Macpherson Maguire Cook Solicitors Waterloo Chambers 19 Waterloo Street Glasgow G2 6BP
Engineers	Wallace Stone LLP Doges Studio 2 Templeton on the Green 62 Templeton Street Glasgow G40 1D

MALLAIG HARBOUR AUTHORITY MEMBERS REPORT FOR THE YEAR ENDED 31ST MARCH 2022

Report and Financial Statements

The members of Mallaig Harbour Authority have pleasure in submitting their report and financial statements for the year ended 31 March 2022.

Appointments

As detailed in previous Annual Reports the Mallaig Harbour Revision Order 2012 (established on 1st April 2012) enables the Authority to operate under the Modernisation of Trust Ports Legislation, and changes the way that non-executive Board Members are appointed and dictates the duration of that appointment.

Membership of the Mallaig Harbour Authority during the year was as listed below:

Gavin Davis (Chair)	
Nicola Robertson (Vice-Chair)	
Jacqueline McDonell (CEO)	
Charles King	Retired 18 th June 2021
Michael Foxley	Retired 18 th June 2021
Jacqueline Wright	Retired 18 th June 2021
James Wilson	
Lorna Spencer	
Shona MacLeay	
David MacDonald	New Appointment 18 th June 2021
Helen Webb	New Appointment 18 th June 2021
Sandra McLean	New Appointment 18 th June 2021

Retiral of Chair

This year marked the retiral of Charles King as both a Board Member and Chair. Charlie was originally appointed to the Board in May 1984, and was appointed Vice-Chair in May 1985, a position he held for 30 years before being appointed Chair in June 2015. The retiral of Charlie, Michael Foxley and Jackie Wright marks the end of an era for the Harbour Authority as Charlie and Michael were both members of the Board prior to the reconstitution, and the Board are appreciative of the contribution all three have made over the years.

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In common with other businesses, Mallaig Harbour Authority continued to be affected by the impact of ongoing restrictions associated with COVID-19 throughout the year.

Port Usage

A monthly average of 57 vessels of varying types made use of the Harbour, higher than 2020's figure of 55 but lower number than 2019's average of 62. This excludes Marina usage by visiting vessels, which is documented elsewhere.

Fish Landings/Dues

The impact of Coronavirus and Brexit was still being felt by our fishing fleet in this financial year, and although volumes have recovered from y/e March 2021, they are still lower than pre-pandemic levels. There was also no Sprat fishery in this financial year, despite several attempts by the local fleet. Fishing Landing volumes and monetary values for the current year, the three previous years plus two other random years (for comparative purposes) are listed below:

VOLUME IN TONNES					
Year ended 31st March	Herring	Sprats/ Mackerel	Whitefish	Shellfish	Total Value
2022	0	0	20	501	£2,406,410
2021	0	89	44	330	£1,665,804
2020	0	121	292	683	£4,480,546
2019	0	0	397	752	£4,746,544
1984	405	1,582	5,373	1,055	£5,195,726
1978	9,483	10,425	3,712	887	£7,640,036

Quayside prices were slightly up on last year for both white fish and shellfish so landing values were up on 2021, which was an exceptionally poor year, but were approximately half those of 2020 (pre-pandemic and Brexit).

Year end 31st March 2022: Whitefish £2,308 per tonne Shellfish £4,704 per tonne

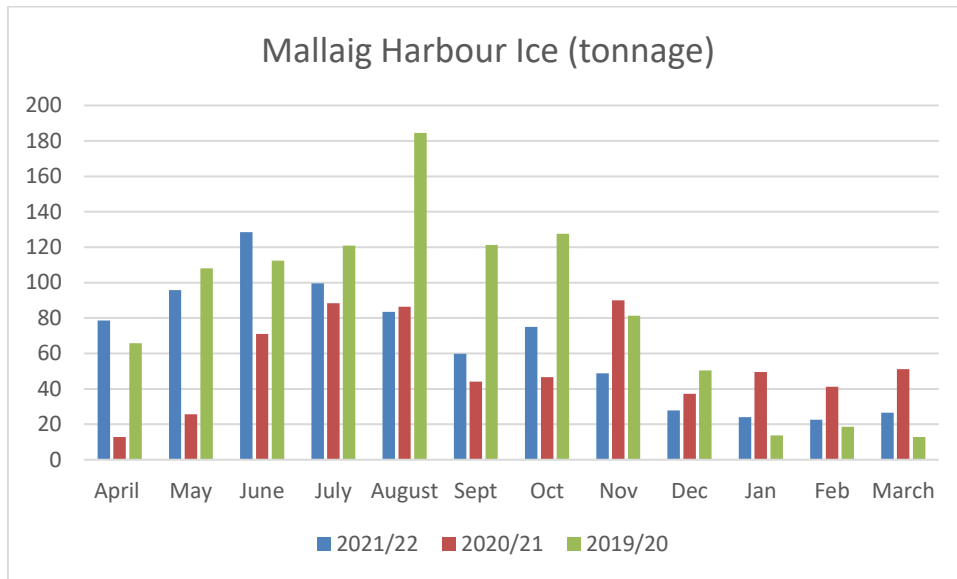
Year end 31st March 2021: Whitefish £1,990 per tonne Shellfish £3,924 per tonne

Mallaig Harbour Ice

The ice plant is operational between the hours of 8am and 5pm Monday to Friday. Although initial intentions were that it would be operational 24/7, the logistics of self-service operation, and the demand for ice, make this impractical.

Over the year, we have sold 770 tonnes of ice, less than the first year of operation, but more than y/e March 2020. This is a reflection of difficulties within the fishing industry. The chart below shows the distribution of this by month, as compared to the previous year. November and December are lower this year than last, due to there being no Sprats landed this year.

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Fish Feed

During the year ending March 2020, 26,160 tonnes of fish feed was shipped through Mallaig, a reduction of 13% on the previous year. For the first year since the shed opened, Cargill were not the main users, more Biomar feed was shipped through the store than Cargill/EWOS.

Armadale and Mallaig STAG

Subsequent to the publication of the completed STAG appraisal in April 2020, CMAL issued a statement in August that more clarity was required on vessel requirements before they would progress with the business case for Armadale. As a result, Mallaig Harbour Authority paused any further preparatory work on the redevelopment of the ferry terminal awaiting further information on future vessel deployment. Over the last few years, the Mallaig/Armadale service has operated with the Loch Fyne, and the Lord of the Isles, which has sailed in from Lochboisdale each morning, undertaken a number of round trips between Armadale and Mallaig then returned to Lochboisdale. For 2022, the published timetable has changed so that the routes have been separated, with the Lord of the Isles providing a daily dedicated service between Lochboisdale and Mallaig, with two return sailings a day on Monday, Thursday and Saturday; and the Loch Fyne and Loch Bhrusda operating between Mallaig and Armadale for the first part of the season, with the intention that the Coruisk will return to Mallaig from Summer 2022. The result of this is that there are a minimum of three ferries requiring overnight berthing in Mallaig at the moment, which changes the parameters required for any new development. Public consultation has begun on a replacement ferry for the Lord of the Isles, and this vessel will be designed to operate from the existing infrastructure in Mallaig.

CalMac/Tourism

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For part of the year being reported on, travel restrictions were still in place, which have impacted on passenger and vehicle numbers through the Port, although not as significantly as in 2020.

CalMac have published carrying date for the calendar year 2021, and a comparison with 2020 and 2019 for the routes from Mallaig are included in the table below.

		Mallaig - Armadale	Mallaig- Lochboisdale	Mallaig – Small Isles
Passengers	2021	121,397	20,515	17,385
	2020	52,587	8,884	6,333
	2019	305,439	29,222	30,503
	% reduction from 2019	60.2%	29.7%	43%
Cars	2021	42,306	8,600	3,220
	2020	19,777	4,186	2,479
	2019	75,769	11,496	1,804
	% change from 2019	-44.1%	-25.1%	37.4%
Coaches	2021	169	19	1
	2020	22	2	0
	2019	2,429	34	
	% reduction from 2019	93%	44.1%	
Commercial Vehicles	2021	47	151	156
	2020	38	164	145
	2019	131	345	186
	% reduction from 2019	64.1%	56.2%	16.1%

There is still a local issue with the vessels used for the Mallaig/Armadale route, which are unsatisfactory, and result in a number of sailings being cancelled each year due to tidal and other issues. In 2021, there were also issues with the other routes operated from Mallaig, and reliability figures were as follows:

	Mallaig Lochboisdale	Mallaig - Armadale	Mallaig – Small Isles
Scheduled Sailings	466	3236	1741
Additional Sailings	15	41	125
Operated Sailings	309	2595	1644
Cancelled Sailings	172	682	222
% Cancelled	35.7%	20.8%	11.8%

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These are average figures, and mask the issues associated with vessels being pulled from the Mallaig routes to service alternative routes. As an example, there were 38 sailings scheduled between Mallaig and Lochboisdale in March 2022 and only one operated due to the vessel being required to cover maintenance on other vessels. There were 364 sailings scheduled between Mallaig and Armadale in March 2022 and only 116 operated, for the same reasons. Addressing these issues requires a longer-term and more strategic solution.

Yachting

Although restrictions associated with Covid-19 were still in place for part of the year, numbers at the Marina were back up on a par with pre-pandemic rates. Interestingly, although the number of overnight stays was similar, the number of vessels in 2021 was 943, less than the 1,069 in 2019, suggesting that people were choosing to make Mallaig their base and stay longer in 2021.

	<u>Overnight Occupancy</u>	<u>Short Stay</u>
2021	1488	52
2020	553	27
2019	1429	46

In addition to the above a further 65 vessels made use of the Moorings at the Marina (22 in 2020 and 56 in 2019).

The number of local boats berthed year-round on the Marina pontoons is closely monitored and as demand outstrips supply, we operate a waiting list for annual berths.

We continue to operate a 'Sea Bin' from the Marina, in partnership with Wilderness Scotland. This filters harbour waste to remove marine rubbish, pollutant and plastics from the sea.

Developments/Future Considerations

In the longer term, delivery of the Masterplan proposals remains MHA's primary objective, but the timescales and challenges associated with this are recognised. Throughout the year, the Board have undertaken a series of strategic workshops to consider whether some amendments are required to the masterplan to reflect changes such as those being implemented by CalMac and the drive to Net Zero carbon, and to ensure that any future developments are of a sufficient scale to support Mallaig's strategic position as a hub serving the Small Isles and Knoydart communities as well as the Fishing, Aquaculture and Marine Tourism sectors.

The project to redevelop an area of the Outer Breakwater is progressing, with the Marine Licence submitted in November. As well as dredging the harbour to a depth of -6mC.D. and providing 60m of additional quay space and 4,000m² of additional laydown space,

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we have also incorporated design for an additional overnight berth to accommodate ferries. Increases in construction costs and the additional works mean that the budget for this project has increased to c.15-18million. Although a significant investment, this project is achievable in the shorter term, and would alleviate some of the existing constraints while the larger project is in development. This project will also incorporate the demolition and redevelopment of the old Ice Factory site.

The replacement Manitou has been ordered, with delivery expected June 2022.

Planning permission for the replacement Marina Office has been granted, and this will be progressed at the end of the yachting season in 2022.

Energy Efficiency: All of the external Harbour lighting has been converted to energy efficient LEDs with support from the Energy Savings Trust.

Denholms Office: Work is substantially complete on the conversion of the empty upstairs office in the Harbour Buildings formerly leased to Denholm Fishselling. Three smaller offices have been created along with a communal kitchen. The intention is that two of the offices will be leased on a long-term basis while the third is used for hot-desking and as a meeting space.

Passenger Shelter:

The passenger shelter associated with the Passenger Access Pontoon was installed in May 2021, and the ancillary equipment including a luggage rack, wheelchairs and luggage trollies purchased. This project was supported by Transport Scotland's Ferries Accessible Fund. Going forward, it is our intention to mark a clearer walkway to this area on the Harbour.

Shore Power:

We successfully obtained £207,000 from the Scottish Government's Marine Fisheries Fund to install Shore Power points, primarily for the fishing industry in the last financial year. After some additional works, including the upgrade of the Harbour's power supply, these were fully operational this year, and have been well used by both our local fleet and visiting vessels.

For the coming year, the focus will be on the Outer Harbour improvements, including additional ferry berthing. We are also working, with support from CMAL, on an Options Appraisal to redesign the existing ferry marshalling area. In the short term, this will take the form of an area of existing Harbour car parking being converted to three additional marshalling lanes.

Odds and Ends...

- Port Marine Safety Code
As part of the ongoing work on the Port Marine Safety Code, a new Navigational Risk Assessment has been developed, and will be consulted on with Harbour users over the next few months.
- Navigational Aids

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The Sgeir Dhearg light developed a fault on 21st September, and after new parts were sourced, was repaired and operational again from 15th October.

- Waste Oil

Waste oil collection figures for the year to 31st March 2021 were as follows (last year's figures in brackets):-

Waste Oil:	7,850 litres	(10,420 litres)
Oily Water/Sludge:	58,890 litres	(52,100 litres)

Jacqueline McDonell