

Authority Information

Non-Executive Directors	Gavin Davis (Chair) Nicola Robertson (Vice-Chair) James Wilson Lorna Spencer Shona MacLeay David MacDonald Helen Webb Sandra McLean
Co-Opted Member	Peter Hillier
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 2023

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 2023.

Appointments

Mallaig Harbour Authority operates under the Mallaig Harbour Revision Order 2012 (established on 1st April 2012), which specifies how non-executive Board Members are appointed, and the duration of these appointments.

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

Gavin Davis (Chair)

Nicola Robertson (Vice-Chair)

Jacqueline McDonnell (CEO)

James Wilson

Re-appointed 17th June 2022

Lorna Spencer

Re-appointed 17th June 2022

Shona MacLeay

David MacDonald

Helen Webb

Sandra McLean

In addition, Peter Hillier was co-opted onto the Board with effect from 17th June 2022.

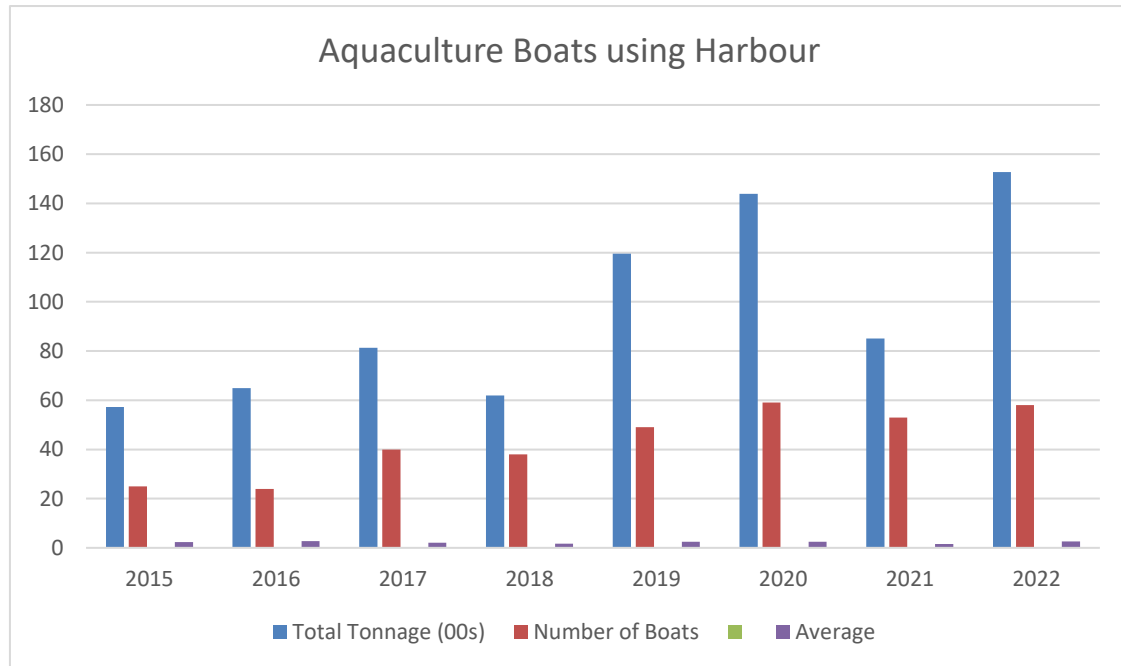
MALLAIG HARBOUR AUTHORITY

MEMBERS REPORT

FOR THE YEAR ENDED 31ST MARCH 2023

Port Usage

A monthly average of 64 vessels of varying types made use of the Harbour, higher than 2022's figure of 57. This excludes Marina usage by visiting vessels, which is documented elsewhere. In general, this is due to more Aquaculture vessels making use of the Harbour. In 2022, 58 individual aquaculture vessels used the Harbour over the year, as opposed to 25 in 2015. Most of these vessels use the harbour on a regular or semi-regular basis, and the graph below demonstrates the increased tonnage of Aquaculture vessels using the Harbour over the years.



Fish Landings/Dues

Fish landings for this year were at a similar level to 2020 (pre-pandemic and Brexit), in part thanks to some visiting vessels throughout the summer months. For the second year in a row there was no Sprat fishery from Mallaig to round off the year. 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
2023	0	0	88	703	£4,842,559
2022	0	0	20	501	£2,406,410
2021	0	89	44	330	£1,665,804
2020	0	121	292	683	£4,480,546
1984	405	1,582	5,373	1,055	£5,195,726
1978	9,483	10,425	3,712	887	£7,640,036

MALLAIG HARBOUR AUTHORITY

MEMBERS REPORT

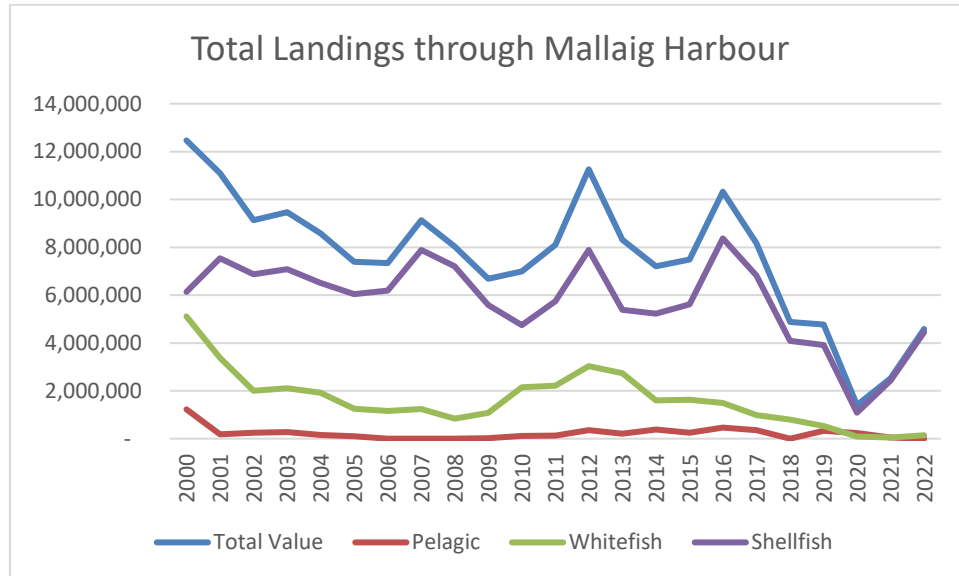
FOR THE YEAR ENDED 31ST MARCH 2023

Quayside prices have recovered for shellfish compared to the previous few years, but remain low for white fish.

Year end 31st March 2023: Whitefish £1,529 per tonne Shellfish £6,329 per tonne

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

The overall trend, as seen in the graph below, is still downwards, and there are many issues affecting the industry, including the availability of crew and significant increases in fuel prices.



Mallaig Harbour Ice

We have continued to have difficulties with the ice plant throughout the year. The volume of ice sold over the year (574 tonnes) does not justify significant further investment, and the Harbour Authority are resigned to the fact that the sale of ice is loss making, but an essential service for the fishing industry using the Harbour.

Fish Feed

During the year ending March 2023, 22,571 tonnes of fish feed was shipped through Mallaig, which for the second year was a reduction of 13% on the previous year. In part this reduction was due to the Scottish Sea Farms sites in Loch Nevis being fallow from October 2022.

Ferry Infrastructure / Armadale and Mallaig STAG

As mentioned last year, there have been changes to vessel deployment, which require additional vessels to berth overnight in Mallaig. Between these and the design work for the replacement for the Lord of the Isles, it has become clear that the STAG as published will need to be revisited, and that some work to the ferry infrastructure in Mallaig will be required in the interim. Wallace Stone have produced options for an overnight ferry berth within the Outer Harbour and detailed design will be undertaken on the preferred

MALLAIG HARBOUR AUTHORITY

MEMBERS REPORT

FOR THE YEAR ENDED 31ST MARCH 2023

option.

Some improvements to marshalling space were made at the start of the 2022 season, with 3 additional marshalling lanes created within an existing car park. Other options have been considered but shelved to be undertaken as part of a larger scheme.

CalMac/Tourism

CalMac have published carrying date for the calendar year 2022, and a comparison with 2021 and 2019 for the routes from Mallaig are included in the table below. 2022 was the first year since the pandemic in 2020 where the ferries have operated without any restrictions, and while numbers have recovered substantially on the Mallaig/Armadale and Mallaig/Small Isles routes, they were still not at pre-pandemic levels. Timetable changes to a dedicated Mallaig/Lochboisdale route meant that there were more sailings in 2022 than there have ever been, so these figures are not directly comparable.

		Mallaig - Armadale	Mallaig- Lochboisdale	Mallaig – Small Isles
Passengers	2022	212,847	31,247	22,376
	2021	121,397	20,515	17,385
	2019	305,439	29,222	30,503
	% change from 2019	-30.3%	6.9%	-26.6%
Cars	2022	57,679	12,688	3,223
	2021	42,306	8,600	3,220
	2019	75,769	11,496	1,804
	% change from 2019	-23.9%	10.3%	
Coaches	2022	1,390	35	0
	2021	169	19	1
	2019	2,429	34	
	% change from 2019	-42.8%	3%	
Commercial Vehicles	2022	45	260	173
	2021	47	151	156
	2019	131	345	186
	% change from 2019	-65.16%	-24.6%	-7%

We welcomed the MV ‘Coruisk’ back to the Mallaig – Armadale route in July 2022, but issues elsewhere in the CalMac Network mean that she has not returned to Mallaig for the start of the 2023 Summer timetable season. CalMac’s issues are well documented and there has been significant disruption to sailings throughout the year. In particular, the Lord of the Isles was due to operate a daily service between Mallaig and Lochboisdale for 16 weeks from January to March while Uig Harbour was closed, but was redeployed to cover other routes due to breakdowns elsewhere, and is not due to return to Mallaig until mid-May at the earliest. Even the Small Isles services have been

MALLAIG HARBOUR AUTHORITY

MEMBERS REPORT

FOR THE YEAR ENDED 31ST MARCH 2023

subject to disruption due to difficulties with the infrastructure on the islands, which have led to tidal timetables being implemented throughout the year. This should be resolved early in the next financial year with dredging works being undertaken at Eigg.

Yachting

All covid restrictions were lifted in time for the yachting season, and overnight occupancy at the Marina was up even on pre-pandemic rates. 1,035 vessels used the marina, on a par with the 1,069 in 2019, and more than the 943 in 2021, suggesting that more vessels we stayed for a shorter time than in 2021.

	<u>Overnight Occupancy</u>	<u>Short Stay</u>
2022	1792	46
2021	1488	52
2020	553	27
2019	1429	46

In addition to the above a further 96 vessels made use of the Moorings at the Marina (65 in 2021, 22 in 2020 and 56 in 2019).

The number of local boats berthed year-round on the Marina pontoons is closely monitored and, because 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.

We replaced the portacabin which had been used as a Marina office with a wooden structure, which was completed in time for the Marina reopening in April. This is a more permanent structure and will provide a more pleasant working environment for staff, and a more welcoming facility for those visiting the Marina.

New Office Space

The works to convert the old Denholms Office were completed, and we welcomed West of Scotland Fish Producer's Organisation and Mallaig Fishermen's Co-op as tenants to the building. We have also hosted various meetings throughout the year in the new meeting space, and have supported the establishment of a Men's Shed locally by allowing them regular use of the space.

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 recognized, and the

MALLAIG HARBOUR AUTHORITY

MEMBERS REPORT

FOR THE YEAR ENDED 31ST MARCH 2023

focus this year has been on the Outer Harbour Development. The detailed design is complete and the Marine Licences have been approved. Originally the project was to incorporate drilling and blasting to dredge the harbour to a depth of -6mC.D, and to use the dredged materials to infill an area, creating 4,000m² of additional laydown space and piling a new 60m splay quay. These works were estimated at £17million in January 2023, and the scope of the project was reduced to remove the drilling and blasting and undertake only a soft dredge, which will not give the full -6mC.D. depth but will be more affordable with the funding options available. An application was submitted to DEFRA for £5million towards this revised project, which has estimated costs of £10.496million. Tenders are expected back for the project in mid-April.

The focus for the coming year will be on delivering this project within the Outer Harbour, and on the detailed design for the overnight ferry berth.

Odds and Ends...

- Port Marine Safety Code
We continue to develop and embed our Safety Management system as part of the Authority's responsibility under the Port Marine Safety Code.
- New Forklifts
We took delivery of a new 5-tonne Manitou for use in the feed shed in June 2022, and have ordered a replacement for the smaller Linde forklift.
- Port Waste Management Plan
The Authority's Waste Management Plan was updated and approved by the MCA in September 2022.
- Waste Oil
Waste oil collection figures for the year to 31st March 2023 were as follows (last year's figures in brackets):-

Waste Oil:	15,541 litres	(7,850 litres)
Oily Water/Sludge:	55,590 litres	(58,890 litres)
- Highly Protected Marine Areas
The Scottish Government launched a consultation into Highly Protected Marine Areas (HPMAs). In line with most communities in the Highlands and Islands, Mallaig Harbour Authority has concerns about the impact HPMAs could have on our community, and we submitted a response to the consultation detailing these concerns.

Jacqueline McDonell