

Technical Note

Project Title: Gourcock Dunoon Ferry Study
MVA Project Number: 101988
Subject: Berthing Dues and Pier Dues
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Author(s): [REDACTED]
Reviewer(s): [REDACTED]
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1 Introduction

- 1.1 This note details the Berthing and Pier Dues associated with a number of potential scenarios under consideration.
- 1.2 Pier Dues are payable per passenger and vehicle embarking or disembarking at each harbour, so the figures are clearly demand dependant.
- 1.3 Berthing Dues are payable on tonnage berthing at each harbour and the frequency of these calls.
- 2 **Berthing Dues**
- 2.1 Current Berthing Dues are as follows:
- Gourcock: £0.33 per GRT
 - Dunoon: £0.078 per GRT
- 2.2 Discounts are applied on berthing dues at Gourcock as laid out in Table 1¹.

Table 1 Berthing Dues discounts at Gourcock

Calls per port	Berthing Dues Discount						
	Mar 13	Mar 14	Mar 15	Mar 16	Mar 17	Mar 18	
Year Ending	Mar 13	Mar 14	Mar 15	Mar 16	Mar 17	Mar 18	
First 100	0%	0%	0%	0%	0%	0%	
Next 2,000	80%	70%	60%	50%	40%	40%	
Next 3,000	90%	90%	90%	90%	90%	90%	
Additional	95%	95%	95%	95%	95%	95%	

¹ http://www.crnassets.co.uk/assets/files/harbourdues/CMAL_Schedule-of-Dues_2012-2013.pdf

- 2.3 No discounts are applied at Dunoon.
- 2.4 The number of calls at each port is clearly dependent on the number of vessels being operated to provide the service.
- 2.5 For a two vessel scenario (ie a half hourly service):
- Monday - Saturday: Assuming a 17 hour operating day (eg 0630 – 2230), two berthings per hour at each harbour, six days a week, 52 weeks per year = 10,608 calls at each harbour;
 - Sunday: Assuming a 16 hour operating day (eg 0730 – 2230), 1.5 berthings per hour, one day a week, 52 weeks per year = 1,248 calls at each harbour; and
 - Total harbour calls @ each harbour = 11,856 (ie 23,712 single crossings per annum).
- 2.6 Assuming a two-vessel scenario as noted above and the gross tonnages of **350** and **1,050** for the foot passenger and vehicle and passenger vessels respectively, the following berthing dues would apply in 2015 (in today's prices).

Table 2 Berthing Dues, 2015, two-vessel, half hourly service, FP and V&P services

Foot Passenger Vessel								
Dunoon	11,856	calls per annum @	350	GRT @	£0.078	per GRT	£	323,669
Gourock	100	calls per annum @	350	GRT @	£0.330	per GRT	£	11,550
	2,000	calls per annum @	350	GRT @	£0.132	per GRT	£	92,400
	3,000	calls per annum @	350	GRT @	£0.033	per GRT	£	34,650
	6,756	calls per annum @	350	GRT @	£0.017	per GRT	£	39,016
TOTAL	23,712						£	501,285
Vehicle and Passenger Vessel								
Dunoon	11,856	calls per annum @	1,050	GRT @	£0.078	per GRT	£	971,006
Gourock	100	calls per annum @	1,050	GRT @	£0.330	per GRT	£	34,650
	2,000	calls per annum @	1,050	GRT @	£0.132	per GRT	£	277,200
	3,000	calls per annum @	1,050	GRT @	£0.033	per GRT	£	103,950
	6,756	calls per annum @	1,050	GRT @	£0.017	per GRT	£	117,048
TOTAL	23,712						£	1,503,854
								Incremental impact of vehicle ferry: £ 1,002,569

- 2.7 The incremental cost of providing a like-for-like passenger and vehicle service is therefore around **£1.0m**, based on the 2015 pricing schedule. The level of discount reduces slightly over time and by 2018 and beyond, so the incremental cost rises to **£1.1m**.
- 2.8 A scenario based on matching Western Ferries current service patterns would require four vessels to operate. The implied Berthing Dues are shown in Table 3 below.

Table 3 Berthing Dues, 2015, Western Ferries service level, FP and V&P services

Foot Passenger Vessel								
Dunoon	15,080	calls per annum @	350	GRT @	£0.078	per GRT	£	411,684
Gourock	100	calls per annum @	350	GRT @	£0.330	per GRT	£	11,550
	2,000	calls per annum @	350	GRT @	£0.132	per GRT	£	92,400
	3,000	calls per annum @	350	GRT @	£0.033	per GRT	£	34,650
	9,980	calls per annum @	350	GRT @	£0.017	per GRT	£	57,935
TOTAL	30,160						£	607,919
Vehicle and Passenger Vessel								
Dunoon	15,080	calls per annum @	1,050	GRT @	£0.078	per GRT	£	1,235,052
Gourock	100	calls per annum @	1,050	GRT @	£0.330	per GRT	£	34,650
	2,000	calls per annum @	1,050	GRT @	£0.132	per GRT	£	277,200
	3,000	calls per annum @	1,050	GRT @	£0.033	per GRT	£	103,950
	9,980	calls per annum @	1,050	GRT @	£0.017	per GRT	£	172,904
TOTAL	30,160						£	1,823,756
							Incremental impact of vehicle ferry:	£ 1,215,837

2.9 The incremental increase in Berthing Dues is over **£1.2m** under this scenario in 2015, rising to £1.3m by 2018. Note that this is based on Western Ferries published timetable – the actual number of sailings operated by Western is higher in practice and the website states nearer 32,000 sailings per year, so higher berthing dues would be incurred to match this total.

2.10 Note that the incremental costs therefore do not rise in direct proportion to the number of sailings due to the discounting at Gourock.

2.11 These figures could be refined in terms of making adjustments for evening sailings etc but these changes would have only a relatively small impact on the magnitude of the incremental cost change.

3 Pier Dues

3.1 Pier Dues are charged as shown in Table 4 below.

Table 4 Pier Dues (paid on embarking and disembarking) 2012/13

	Gourock	Dunoon
Drivers / Passengers	£0.40	-
Adult	-	£0.29
Child	-	£0.17
Cars / Trailers	£1.76	£0.90
Caravan / Trailers	-	£1.55
Motorcycles	£0.88	£0.62
Motorhomes	£2.64	-
CVs & Coaches	£1.04/m (£14.14@14m)	£0.60/m (£8.40@14m)
Bicycles	-	£0.27
Buses	-	£5.46

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- 3.2 Until 31 March 2013, the Berthing Dues discounts noted above also apply to Pier Dues at Gourcock.
- 3.3 The current position is that these discounts will cease as of 01 April 2013 and full payment will be due.