

Berth 4/5 Capital Budget Revision

Meeting date	N/A
Report Author	Mike Humber
Portfolio Holder	Councillor Hunter Stummer-Schmertzling - Cabinet Member for Regeneration and Enterprise Services
Status	Urgent decision by individual Cabinet Member
Classification:	Unrestricted
Key Decision	No
Ward:	Central Harbour Ward

Executive Summary:

In August 2016 an Individual Cabinet Member Decision was made to vary the description of a capital project to replace the existing berth 4/5 structure at the port of Ramsgate. This variation allowed for the inclusion of work to berth 3 which is immediately adjacent to berth 4/5. A further variation (also authorised as an Individual Cabinet Member Decision) to increase the budget in line with a revised project value of £664k was signed on 28th September 2016.

As a result of the above the contractor Burgess Marine Ltd started work on site on 8th October 2016. Despite thorough pre-contract surveys, more unanticipated work has been identified on berth 3. Some of these defects have been found to be repeated on Berth 2 which shares some of the same design features and as a result it is proposed to also address the issues on berth 2 as part of this additional work.

The cost of this additional work will increase the current approved project value of 664k to 1,180k.

Recommendation:

This report recommends that further funds are allocated from the 2016/17 capital programme to the berth 3 project as described below.

CORPORATE IMPLICATIONS

Financial and Value for Money

The work to berth 3 was originally estimated to have a value of £385k. Funding in this value was allocated in August 2016 through a variation in the description of the Berth 4/5 capital project in the 2016/17 programme. Following tendering a further variation to the capital project was made to increase the project value to £664k on 28th September 2016.

The original capital budget for the replacement of berth 4/5 is £1m.

The proposed changes increase the initial capital budget allocation for berth 4/5 and requires an increased budget of £1.679m to accommodate expanded works to Berth 2/3 to be included within the programme.

	<p>Finance officers have reviewed the capacity within the existing capital programme and projected capital receipts from the asset disposal report due to be considered by Cabinet on 17 November 2016.</p> <p>It is anticipated that these works can be facilitated during 2016 by the following actions:-</p> <p>Utilise £160k from the maritime reserve and make available capital receipts to fund the shortfall by utilising £60k of the Cremator and Cemeteries works reserve to fund the Crematorium upgrade that is within the existing capital programme, £100k of the Economic Development and Regeneration Reserve to fund the authority's match funding of the existing Dalby Square THI project. The remaining shortfall can be funded from the capital receipts reserve. A more detailed and revised capital programme will be presented to members as part of the Qtr3 Budget Monitoring Report for Cabinet in January 2017.</p>						
Legal	There are no legal implications directly arising from this report						
Corporate	This proposed further revision to the capital project will facilitate works to berth 3 which will have a significant positive impact on the resilience and serviceability of the berth. This will support existing port income and maximise opportunity to attract new business to the port whilst safeguarding the longevity of this key piece of port infrastructure.						
Equalities Act 2010 & Public Sector Equality Duty	<p>The proposal has limited relevance to the duty in respect of the protected characteristics and no impacts have been identified. However, should any issues arise as a direct result of this proposal in the future, they will be assessed accordingly.</p> <p>It is the officer's assessment that the duty is not engaged by this proposal and no impacts have been identified. It is therefore proposed to seek Cabinet Member Decision to revise the above capital budget and implement the work to Berth 3.</p> <table border="1"> <tr> <td colspan="2">Please indicate which aim is relevant to the report.</td></tr> <tr> <td>Eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Act,</td><td rowspan="3">Due to the limited relevance to the PSED it is not possible to further this aim of the duty. However, the proposal is non-discriminatory and does not contravene equality legislation.</td></tr> <tr> <td>Advance equality of opportunity between people who share a protected characteristic and people who do not share it</td></tr> <tr> <td>Foster good relations between people who share a protected characteristic and people who do not share it.</td></tr> </table>	Please indicate which aim is relevant to the report.		Eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Act,	Due to the limited relevance to the PSED it is not possible to further this aim of the duty. However, the proposal is non-discriminatory and does not contravene equality legislation.	Advance equality of opportunity between people who share a protected characteristic and people who do not share it	Foster good relations between people who share a protected characteristic and people who do not share it.
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CORPORATE PRIORITIES	
A clean and welcoming Environment	
Promoting inward investment and job creation	✓
Supporting neighbourhoods	

CORPORATE VALUES	
Delivering value for money	✓
Supporting the Workforce	
Promoting open communications	

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1.0 Introduction and Background

- 1.1 The existing roll on roll off (ro-ro) berth number 3 at the Port of Ramsgate is a double deck berth which was installed in 1993. The double deck configuration allows simultaneous loading and unloading of HGV's on each of the two embarkation/disembarkation decks of modern cross channel ferries. It is by this method that fast vessel turn-arounds are achieved as demanded by modern competitive cross channel operators.

2.0 The Current Situation

- 2.1 The revised project will enhance the resilience of the port through the replacement of key structural, hydraulic, mechanical and electrical components on berth 3 in compliance with current design codes. The work will also increase the compatibility of the berth to accommodate a wider range of ro-ro vessels with alternative vehicle access configurations.
- 2.2 The revision to this project will support existing port income and maximise opportunity to attract new business to the port whilst safeguarding the longevity of this key piece of port infrastructure.

3.0 Options

- 3.1 Do nothing - this would render the berth unserviceable and would deny opportunity for future income via the berth.
- 3.2 Undertake enhancement works (recommended option) – this option will retain the berth in service and increase compatibility to accommodate a wider range of ro-ro vessels with alternative vehicle access configurations.

Contact Officer:	Mike Humber – Head of Maritime and Technical Services
Reporting to:	Gavin Waite – Director of Operational Services

Annex List

Annex 1	none
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Background Papers

Title	Details of where to access copy
none	

Corporate Consultation

Finance	Peter Timmins – Interim Head of Financial Services
Legal	Ciara Feeney – Head of Legal Services