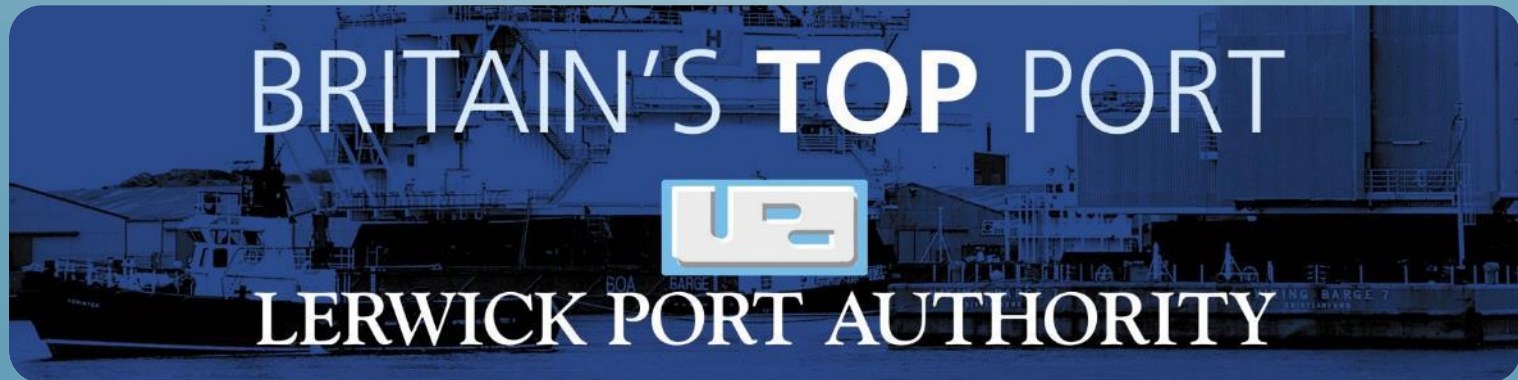


Regeneration of Port Cities

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Shetland Island Council



Lerwick, Shetland





Town started in 1600's trading with Dutch fishermen



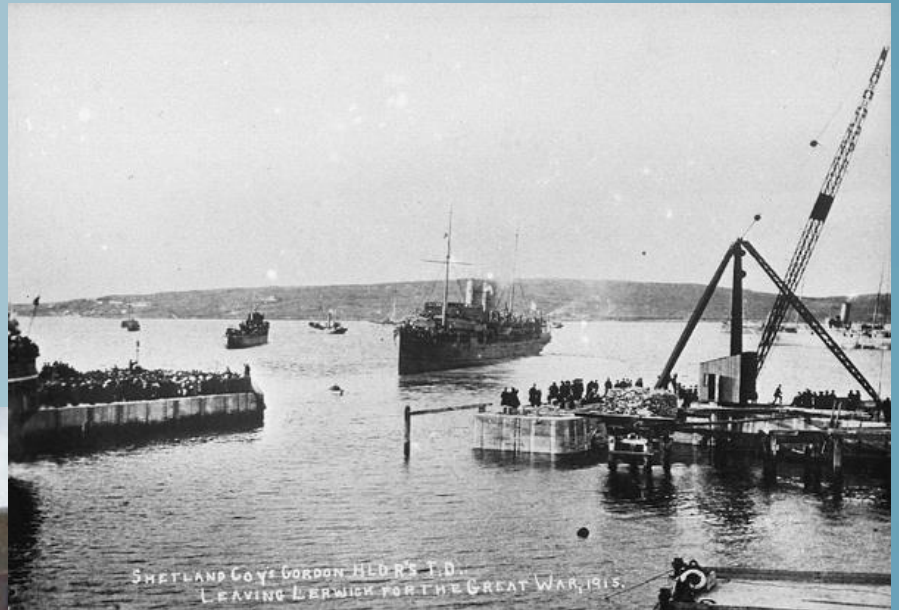
Late 19th century
Lerwick was the
greatest herring
port in the world



Lerwick Port Authority formed 1877: In UK, ports are not state funded. Lerwick is a trust port operating commercially.

20th century – Lerwick played a role in both World Wars.

Fishing continued as the backbone of the economy.



Post-war 1950's Shetland was in decline with some poor fishing years and population falling.

Shetland's population fell to 17,000 in 1960's



Sullom Voe Oil Terminal

The oil era in the 1970's saw a return to prosperity with a population rise of 30%.

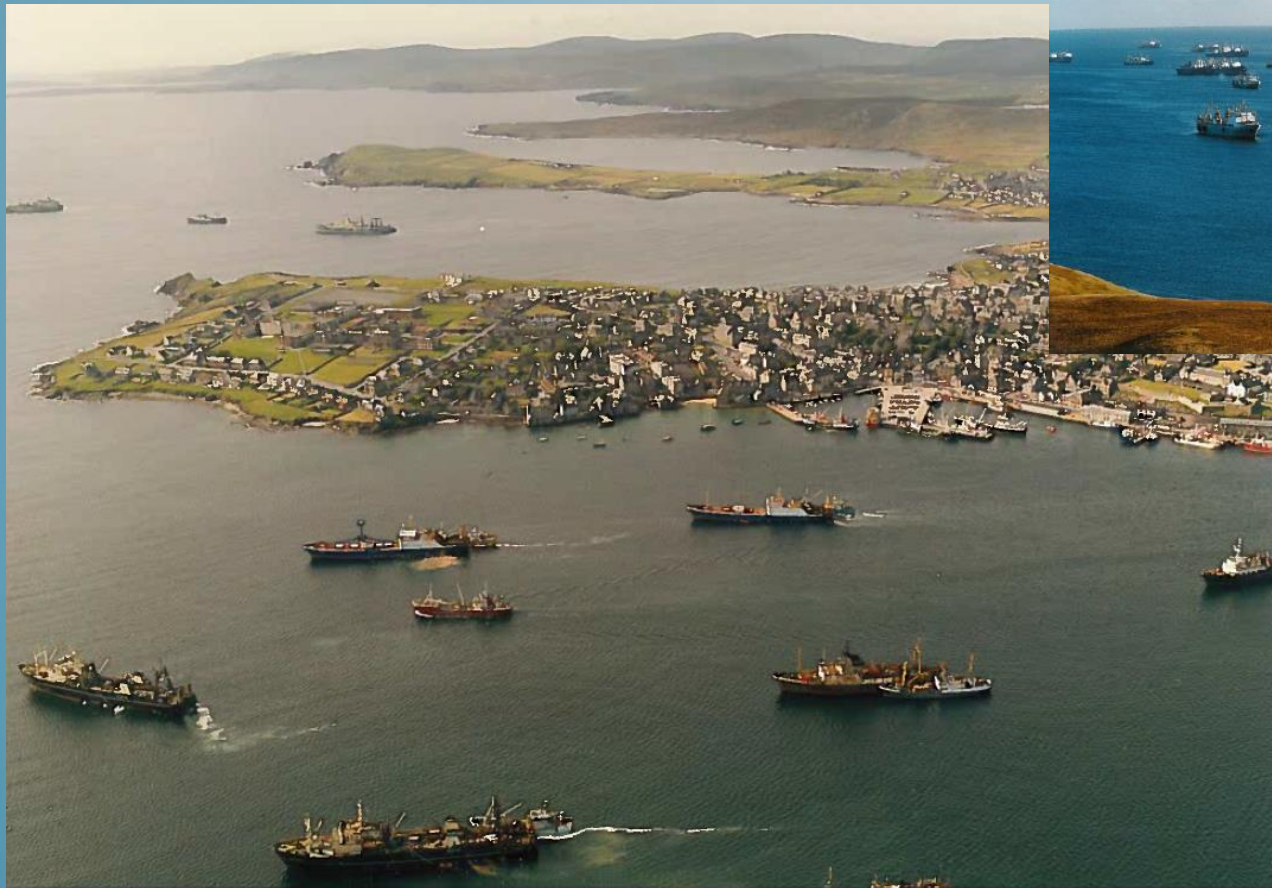
Lerwick was a major offshore base for exploration.



While the port was busy supporting oil & gas exploration, fishing activity changed:

- The herring fishing closed in the 1970's for 7 years due to overfishing.
- In 1983 when herring fishing resumed. The infrastructure had all gone.
- Fishing for white fish continued – but at a modest level with limited investment.

Fleet of factory vessels processing herring and mackerel were a feature in the port through the late 1980's and early 1990's





Lerwick built its own herring and mackerel processing factory, creating jobs.

- Investment in modern fishing vessels secured good jobs.



The economic activity generated by these industries visiting the islands for a time allowed regeneration of infrastructure.





From the 1980's Lerwick has had a daily ro/ro connection to the Scottish mainland – both passengers and cargo.



The port infrastructure grew in line with the increasing size of ships working in the North Sea.

- Population shift in Shetland – more people wish to live in the town, some rural areas depopulated.





The population stabilised with economic prosperity and a more modern outlook on the rich culture of the islands.



Promotion of the islands culture is also good for tourism



Lerwick has always been a staging post for cruise ships to call – and for visiting yachts and tall ships





Mature oil fields in the North Sea saw a decline in exploration. Producing fields were supported from mainland Scotland. In 2000 Lerwick began to look at the market for decommissioning of the platforms east of Shetland – now 30 years old.

Decommissioning has had a slow start . In 2010 the oil price was so high there was a push for new offshore investment. An opportunity that the port benefitted from with ever-larger vessels using the port and more infrastructure required.



This short term benefit was used to position the port into the next era of oil & gas – there is 30 years of offshore decommissioning work to be done.





People love to travel and there is growth of cruise ships operating in the North-West Europe – and an ever-increasing number of people using the daily ferry service to-and-from mainland Scotland.



Shetland is a coastal community dependent on the seas around it for its economic activity – fishing, oil & gas, ferries and cargo, and tourism. Has to be adaptable.



Regeneration of Lerwick as a Port city can continue in a maritime sector where external influence is very important. To sustain the coastal community and town of Lerwick, important are:



Well managed fishing quotas ensuring stock is sustainable.



Safety and security in the region attracting cruise ships to call.



OSPAR convention on decommissioning encouraging UK sector oil platforms to be decommissioned in the UK



Highest environmental standards maintained offshore allowing oil & gas to continue without reputational damage.

