

Initial Integrated Impact Assessment Form

Section 1 - The Policy	
Policy title	BUDGET SAVINGS PROPOSALS 2023/24 – Supply of Fuel at piers
Implementation date	April 2023
<p>Please provide an overview of the policy including the key aims and expected outcomes:</p> <p>It is proposed to increase fuel prices at piers by 2% over the inflationary increases. This is likely to increase income by £25,000.</p> <p>It is also proposed to improve delivery to increase sales. This is anticipated to increase income by £20,000.</p>	
<p>Detail the budget implication relating to the policy:</p> <p>This joint proposal is anticipated to increase income by £45,000 per annum.</p>	
<p>What will change as a result of this policy?</p> <p>Increased costs for fuel but improved service delivery for service users.</p>	
<p>Indicate which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?</p> <p>Service users</p>	
Responsible Persons	
Department / Section	Assets and Infrastructure
Lead Officer	Harbour Master
IIA Team Members	Harbour Master and Chief Officer
Responsible Head of Service	Chief Officer
Section 2 - Evidence	
<p>What data and information has been reviewed as part of the policy development process?</p> <p>Accountancy review</p> <p>Identification of usage of service</p>	
<p>Detail what consultation has taken place as part of the policy development process?</p> <p>Informal discussions with some service users which indicated that fuel delivery times were too slow and that improved pumping facilities at some sites would be beneficial, attracting more demand.</p>	
<p>What does the information collected and the outcome of any consultation indicate regarding potential impacts of the policy?</p> <p>Although charging more for fuel, improved facilities, initially at Kallin, would mean shorter downtime for vessels.</p>	



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Are there any gaps in knowledge? If further evidence or consultation required as part of the policy development process please detail:

Service user feedback to implementation

Section 3 - Initial Integrated Impact Assessment

Impact Overview	Yes	No
Is the policy strategic?	x	
Will individuals have access to, or be denied access to a service or function as a result of the policy or the changes being proposed to services or functions?		x
Will the implementation of the policy, or the changes to the policy, result in individuals being employed, a change in staffing levels, or a change in terms and conditions, employer or location, either directly or indirectly?		x
Is there a change in the size of a budget?	x	
Will a service be withdrawn, changed or expanded?		x
Will the policy have consequences for or affect people?		x
Does the policy have the potential to have an impact on equality even when this only affects a relatively small number of people?		x
Does the policy have the potential to have an impact on the economy and the delivery of economic outcomes?		x
Is the policy likely to have a significant environmental impact?		x

Comments

- The Budget Strategy is strategic with an aim of saving over £1.7million in 2023-24. This level of income will be achieved through increased fuel prices but also through service improvement. This proposal aims to generate an income of £45k per annum.

Section 3 – - Initial Integrated Impact Assessment Continued

Which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?	Yes	No	Comments
age		x	
disability		x	
sex		x	
gender reassignment		x	
marriage and civil partnership		x	
pregnancy and maternity		x	
race		x	
religion or belief		x	



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sexual orientation		x	
Do you have evidence or reason to believe that this policy will or may impact on socio-economic inequalities?	Yes	No	Comments
Socio-economic Disadvantage		x	
Low Income/Income Poverty		x	Increasing cost to the business sector may result in increased product costs, however the 2% over the current fuel price adjustments will maintain a competitive place in the market and will assist the Marine Services section in providing a good level of service at facilities.
Low and/or no wealth		x	
Material Deprivation		x	
Area Deprivation		x	
Socioeconomic Background		x	
Do you have evidence or reason to believe that this policy will or may affect individuals Human Rights?	Yes	No	Comments
Human Rights		x	
Do you have evidence or reason to believe that this policy will have wider impacts as outlined below?	Yes	No	Comments
Health and Wellbeing		x	
Economic and Social Sustainability		x	
Environmental Sustainability, Climate Change and Energy Management		x	
The Gaelic Language		x	
Island Proofing		x	
Is there the potential for cumulative impact?		x	
Section 4 - Decision			
Based on the initial Integrated Impact Assessment is a full IIA required?			
Yes <input type="checkbox"/>			
Full IIA Lead Officer: _____			
Estimated completion date: _____			
No <input style="background-color: #92d050;" type="checkbox"/>			



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If an IIA is deemed not to be required please detail the decision rational below:

This does not require a full IIA, however it would be beneficial to have information about potential impacts on local business and any ways to mitigate impacts. Also, it is worth having feedback from businesses on impacts they anticipate.

Section 5 - Lead Officer and authorising Director

Lead Officer (print name)	Kenneth Morrison
Designation	Harbour Master
Date	29 September 2023
Print name of Head of Service or Director responsible for the policy	Calum Mackenzie
Date	29 September 2023

