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Oban Bay Management Group



CALMAC
HARBOURS

Working in Partnership to Improve Marine Safety in Oban

Meeting Details

Meeting	Oban Harbour Management Group
Meeting Purpose	Recommendation for Oban Bay Statutory Harbour Plan
Venue	Oban Ferry Terminal - Oban
Date	26 Jan 2018

In attendance:

Name	Organisation
David McHardie	CMAL
Stewart Clark	A&BC
Vicki McKenzie	A&BC
Cameron MacPhail	CFL
Ewen MacKerchar	NLB
Paul Jennings	OBHM

Item

Item	Detail	Responsible
1.	Apologies – Lorna Spencer CMAL, Phil Day NLB, Stewart Clark A&BC	
2.	<p>Agreement / discussion of SHA proposal (Option 1 A&BC extend, Option 2 CMAL extend, Option 3 Trust Port)</p> <p>A&BC stated that their harbour board were happy with either option 1 or 2 but were not minded to assume responsibility for additional navigational risk and therefore preferred option 2, provided A&BC SHA was 'protected'.</p> <p>CMAL reported option 1 or 2 were viable, with a preference for option 2 with the correct protected provisions embedded within the HRO to safeguard the interests of all parties and organisations that desired to maintain 'business as usual'.</p> <p>NLB stated they were happy with either option 1 or 2.</p> <p>CFL stated they were happy with either option 1 or 2.</p> <p>A&BC were asked define what they viewed as a 'protected position' for their SHA. This was basically maintaining the status quo for current activities within the existing SHA. The members of the OBMG had no issues with this and agreed a clearer definition will have to be created as part of any harbour expansion project.</p>	All

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	<p>All agreed that to enhance navigational safety within any wider SHA at Oban would require the OBHM organisations to have enhanced knowledge and improved visibility of expected calls or departures from the wider the bay area. This could be developed in the short term by the introduction of a joint calendar / berth booking system that all organisations would feed into, to enhance the ability to create an effective LPS. It was felt this would be beneficial in the short term to promote a better operational and safety picture, especially as a simple system (perhaps based upon a share point platform) could be easily introduced with little cost.</p> <p>The members of OBMG agreed not to release any of these discussion points until CMAL had discussed matters further internally and perhaps until such time as the proposal to extend their SHA had been presented to the Board and their decision sought.</p>	
3.	<p>Outstanding NRA actions</p> <p>Buoyage - NLB have clarified that 2 unlit seasonal buoys will be installed prior to the leisure season, in the north entrance. It was suggested a holistic review of all AtoNs in Oban Bay be conducted, following MCA comments with regard to the Forth Joster's collision with Kerrera Breakwater. NLB did point out that the AtoNs in the Sound of Kerrera had been adjusted in the last 10 years following a similar review.</p> <p>VHF 12 Signage – The stencil will be applied to the Barbour Pole prior to the leisure season. The sign will be installed at the Kerrera Breakwater once repairs are complete.</p> <p>CoP dissemination – Copies of the CoP with the new chartlet have been distributed to, all local marinas, yachting associations, pilotage guides, Scottish Canals, North Pier, Railway Pier, Oban Port Users, NLB, Ferries and Trip Boats.</p>	<p>NLB</p> <p>NLB CMAL</p> <p>OBHM</p>
4.	<p>AIS / LPS proposal / concept</p> <p>A live AIS system has been provided on a 1 year free trial from Marico Marine, to assess how it can be beneficial to a LPS. This supplements the AIS Safety Management System. An additional AIS aerial will be required for good coverage of the whole of Oban Bay and it is proposed this is installed at a hardware cost of £600 at Dunollie Lt, if NLB agree to this installation and use their engineers for the installation. OBMG members agreed in principle to split this cost appropriately.</p> <p>It was agreed not to discuss the specifics at this time about how an extended SHA may operate. There were some operational</p>	All

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	<p>concepts that required further scrutiny to be able to progress this work package. These included a specific NRA / review of maximum vessel size for both movements and anchorage positions.</p>	
5.	<p>Strategy for stakeholder engagement</p> <p>Guidance was sought by OBHM on how the OBMG wants him to engage with stakeholders. This has been collated in 2018 working objectives included at Annex A.</p>	All
6.	<p>OBHM objectives - A package of OBHM work is included at Annex A to progress the all Oban Bay work</p>	
7.	<p>Combining Oban User Group Meetings – it was proposed that all user group and stakeholder meetings be combined to reduce the number of meetings users and stakeholder have to attend and to increase attendance and engagement from users and stakeholders.</p> <p>It was suggested that the meeting may become too lengthy if this is done and that stakeholder and user group meetings be kept separate. There was some merit in combining A&BC and CFL user group meetings to achieve the above aims.</p>	All
8.	<p>AOB</p> <p>NLB now have a dedicated out of hours emergency number which is promulgated in their weekly duty roster e-mail.</p> <p>The Oban Bay Oil Spill plan will be promulgated for sign off by all OBMG representatives following the meeting with the MCA Counter Pollution Officer on 31 Jan 2018.</p>	
9.	<p>Next meeting – The next OBMG meeting will be at NLB 28 March 2018 13:00 - 15:30</p>	