

Document Name	
Author	Paul Jennings
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Reference	



Meeting	Oban Bay Management Group
Meeting Purpose	Improving Marine Safety at Oban
Venue	Remote video conference
Date	20 Aug 2020

Attendees:

Name	Organisation
Phil Day	NLB Chair
Karl Zaczek	Transport Scotland
Stewart Clark	A&BC
Paul Jennings	OBHM
Cameron MacPhail	CFL
David McHardie	CMAL
Martin Ritchie	Transport Scotland
Ramsay Muirhead	CMAL
Vicki McKenzie	A&BC

Item	Detail	Responsible	Action	Timescale
1	Apologies John MacAlister OCHDA Tony Bennett Oban Bay Stakeholders Mike Brew NLB Ewen MacKerchar NLB Scott Goodwill CFL			
2	Safety There were 2 reported incidents since the last meeting. An inbound yacht blocking the narrow channel whilst a large vessel was transiting outbound. Two fishing boats steaming quickly through a sailing dinghy fleet amongst the moorings at Cardingmill Bay. An additional grounding was reported from 23 Dec 2019 where a FV transiting into Oban grounded just east of North Spit Lt.	PJ	In line with established processes to inform MCA of significant incidents/near misses the FVs incident at Cardingmill Bay is to be forwarded to the MCA for investigation	Complete
3	OCHDA HRO progress / consultation / submission No representatives from the Oban Bay Stakeholder Group or OCHDA were in attendance at the meeting. A written submission was received from Tony Bennett as a personal statement. This is included below. Attendees of the meeting discuss this submission. It was acknowledged that OCHDA members have had significant personal and business difficulties through the Covid 19 period impacting on what could be delivered since March 2020			

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	<p>OCHDA not being able to progress. This was felt to be the most palatable and cost effective alternative for the local community but it was noted that CMAL are also in a position to expand their SHA if necessary. It was agreed that in principal either A&BC or CMAL could establish a wider SHA as an interim measure and then transfer it to a local trust port, if OCHDA's business plan and HEO and HRO proposals are viable and come to fruition.</p> <p>The OBMG members remain committed to support OCHDA where possible and offered practical assistance to the group.</p>	<p>NLB, CMAL, A&BC, OCHDA</p>	<p>A&BC harbour board to be asked to re-consider expanding their SHA at Oban to cover the wider Oban Bay area.</p> <p>The OBMG members are to set up a meeting with OCHDA to discuss how they can support OCHDAs progress.</p>	<p>Aug 20</p>
4	<p>SHA boundaries</p>			
	<p>CMAL have completed their informal consultation with OCHDA and the Oban Stakeholders with respect to clarifying / tidying the SHA boundary in the vicinity of the Lismore slip and the South pier. This had a positive outcome being based on earlier suggestions from OCHDA. The intention is to submit an HRO to formalise this boundary alteration in the near future.</p>			
5	<p>OBMG actions for 2021 season</p>	<p>PJ</p>		<p>March 2021</p>
	<p>The OBMG agreed to continue to prepare educational publications and advertisements to promote navigational safety with Oban Bay for the 2021 season. To this effect adverts will be placed in Welcome Anchorages and Sail Scotland magazines and leisure guides printed and widely distributed. The</p>			

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	buoyage will continue to be maintained by NLB. OBMG will host the incident reporting system and OBHM will review the NRA at the end of the year.			
6	AOB			
	A&BC are to host the Oban Bay incident reporting from 1 September 2020. The previous CFL system data will be archived on the CMAL OBMG share point system.	PJ & VM	Website to be adjusted to ensure incident reports are gathered by A&BC incident reporting system. CFL system data to be archived.	30 Aug 20
7	Next Meeting date	All	To be agreed by poll for the first week in November 20.	

Written submission from Tony Bennett

Update since last meeting

- We have re-engaged with Burness-Paul and are currently working on three main topics: (i) order of events/timeline; (ii) legal structure/entity, and (iii) drafting outline Heads of Terms prior to formal engagement with A&BC. One minor setback has been the retirement of Stephen from the B-P team - his departure was mitigated (to a degree) by him drafting a paper for OCHDA with his thoughts on legal structure/entity. What we shall still miss is his input into Community Engagement and possible funding streams.
- Work on the HRO has continued, albeit efforts have mainly been concentrated elsewhere.
- We are in the process of setting up revised working groups in order to try and share the expanding workload on additional tasks. Those currently proposed include (i) the HRO drafting with B-P; (ii) engagement with HIE; (iii) fund raising (ongoing but one possible new source of funding has recently been identified); (iv) working with B-P on the HoT and legal structure of the Harbour Trust; (v) ongoing assessment of port viability and business plan; (vi) Harbour extent and subsequent negotiations with CES.
- I did not manage to get a report to Stewart prior to the A&BC Harbour Meeting and apologise for that. Stewart was aware that this would not be ready for the initial date that had been minuted at the last OBMG meeting as I was away for three days attending a family funeral, but other events meant it was not possible once I returned.

Potential input from other OBMG members.

In order to assist with the viability assessment and business plan preparation it would be helpful to have figures from NLB, A&BC and CalMac on the actual vessel movements and visits which have taken place thus far in 2020, together with an indication (as far as is possible) of what is anticipated for the rest of this year. We have already requested the CalMac information via Dave who has forwarded this on to colleagues at CalMac.

The main issue which has weighed heavily on my mind (and others) for a considerable time now is of a 'chicken and egg' nature. We are aware that, particularly from an OBMG perspective, the priority seems to be the preparation of the HRO. However, I have a very real concern that if the HRO has a relatively smooth consultation then there is the potential that it may be ready for signing off before the Harbour Trust has been set up and, more importantly, before negotiations have been concluded with A&BC. I therefore have a question which I would be grateful if Karl and/or Martin might be able to answer, possibly after discussions within the wider OBMG membership:

Is it possible to submit a HRO to Transport Scotland for approval on the basis that it will NOT be approved before a specific date? For example, might it be possible to submit the HRO on the understanding that it would not be approved before (say) 31st March?

As previously discussed, we are working towards having a working draft of the core content for circulation around the OBMG membership by the end of September. This is however only part of the wider exercise. Whilst some of the OCHDA members think we should be passing on the majority of the drafting to B-P the reality is that we cannot afford to do this and are instead having to do much of the donkey work ourselves whilst also trying to progress the other issues.

From a purely personal perspective I had initially thought that Covid might actually prove to be of benefit to the work that OCHDA has undertaken. However, the reality is that it could not have come at a worse time - just a week or two later would have meant that we would have had multiple meetings and workshops with B-P and would have had a much clearer idea of the task ahead. Instead, there has been the ongoing anticipation that we would be able to regroup in a 'couple of weeks' for some months. I think that reality has now dawned on some of the members and work will hopefully accelerate in weeks to come.