

## Oban Bay Stakeholder Group Meeting 7 Nov 2016 – Notes from the Meeting

### AGENDA

- Situation Report – Progress so far
- Project Plan
- Risk Assessment Review – Findings
- North Channel situation – final decision
- Revised Code of Practice – draft circulated (includes RYA comment re liability)
- Guidance for Small Craft - Be Safe-Be Seen campaign – draft circulated
- Next steps
- AOB

### ATTENDING

David Phillips	DP	OHMG Project Manager
Alasdair Henderson	AH	CalMac
Fergus Gillanders	FG	Argyll & Bute Harbourmaster
Eric Chapman	EC	Oban Bay Community Berthing
Billy Forteith	BF	RNLI and Oban Sailing Club
Bruce Weir	BW	RYA Scotland
Ian Henderson	IH	Recreational & commercial user
John MacArthur	JM	RYA
John Anderson	JA	Clyde Cruising Club
Struan Smith	SS	Coastal Connections
Jonathan Hart	JH	MCGA Coastal Operations Area Commander

### ACTIONS

Send copy BeSafe-BeSeen Guidance to MCGA Coastal Ops Area Commander	DP
Finalise Navigation Risk Assessment Review - <b>completed</b>	DP

### SITUATION REPORT

- District Marine Safety Committee (13 Oct 2016) agreed establishment 'Large Ship Channel' and chart notations, subject to confirmation from the MCA Glasgow Marine Office. DP reported that the Glasgow Marine Office had some reservations that would be resolved at a meeting to take place on 8 Dec 2016.
  - **Post Meeting Note:** Meeting with MCA is now completed, text for Code of Practice and Guidance for Small Craft (BeSafe-BeSeen) agreed. Letter has been sent to MCA requesting formal approval of these two papers and also approval for several chart corrections; MCA Glasgow are agreed we now await final decision from MCA Navigational Safety Branch in Southampton.
- Risk Assessment Review completed 18 – 21 Oct, several meetings held over this period with many users of Oban Bay consulted during the process.
- North Channel protocol – change of wording highlighted.
- Revision Code of Practice – Following earlier concerns raised about liability, the RYA were consulted and they made a number of suggestions resulting in the version presented at the meeting. It was

this version that specifically aroused the MCA Glasgow concerns so clearly a text satisfying both the RYA legal concerns and the MCA revision was required.

- Draft Guidance for Small Craft - Be Safe-Be Seen campaign – To date the support for this document is unanimous and it has passed through without amendment. JH asked that he be forwarded a copy of this guidance. **NB:** this action is now completed.
- AH informed the group that the Project Manager function, currently undertaken by DP, would continue with a permanent CalMac employee from Apr 2017, recruitment process is underway.

## PROJECT PLAN

The project will complete on 10 April 2017, with the final deliverables marking a successful outcome of this particular project as follows:

- An updated risk assessment - **completed**.
- Revised and agreed Code of Practice - **completed**, awaiting approval from MCA Nav Safety Branch.
- Guidance for Small Craft (BeSafe-BeSeen) - **completed**, awaiting approval from MCA Nav Safety Branch.
- Memoranda of understanding (or similar) bringing together Oil Spill Response Plan and Emergency Plans of the OHMG member organisations - work in progress.
- Procedure for incident reporting, investigation and finding – work in progress

## NAVIGATION RISK ASSESSMENT REVIEW

- Completed 18 – 20 Oct, by David Phillips and Paul Fuller, building on earlier risk assessments by ABP MER / Fisher associates in Jun 2014 and CalMac / Marico Marine Mar 2015
- Detailed discussion with 22 individuals representing NLB, RNLI, CalMac ferries, commercial charter boats, fishermen and leisure boaters.
- Identify hazards, assess existing risk controls and look for others.
- Findings:
  - 36 Hazards were identified of which the greatest risk was clearly ‘collision between a large passenger vessel and a recreational vessel’.
  - The combination of shallow draught and high sides on ferries made it difficult (and even unsafe in strong winds) for ferries to comply with the 7 knot speed limit in the Bay, a 10 knot limit in the Bay with 5 knots in the harbour was widely agreed to be a sensible compromise.
  - Some F/V’s draw more than ferries so would need to use the large ship channel.
  - The need for some recreational vessels to keep a proper lookout – especially astern.
  - Kayaks and very small craft such as inflatables are very difficult to see from the bridge of a large vessel.

## NORTH CHANNEL

See submission to MCA for the latest situation here

## NEXT STEPS

- Risk Assessment Review Report – **completed**.
- CoP and Small Craft Guidance – **completed** – obtain MCA sanction
- Publicise Code of Practice and Small Craft Guidance – draw up media plan
- Update publications and charts to reflect changes

- Review/Update Oil Spill Response and Emergency Plans
- Develop Incident response procedures
- Next meetings OHMG:
  - 10 April 17 (**NB**: This date is different to that promulgated at the meeting, any inconvenience is regretted.)

## **AOB**

FG raised a concern about the reference in the proposed text for safety broadcast as it pertains to vessels restricted in their ability to manoeuvre; this is now addressed.