

The Consultation for a Harbour Revision Order at Oban

Oban Bay Management Group



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No fire alarm tests are planned.

Please place mobile phones on silent.

One voice at a time please.

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Oban Bay Management Group Members

Stewart Clark – A&BC Harbour Manager

Vicki McKenzie – A&BC Oban Harbour Master

Roddy McCuish – A&BC

Phil Day – NLB Director of Operations

Ewen MacKerchar – NLB Marine Operations Manager

Lorna Spencer – CMAL Director of Harbours (Current Chair)

David McHardie – CMAL Harbour Master

Cameron MacPhail – CFL Head of Harbours

Tony Bennett – Chair of Stakeholders

Paul Jennings – Oban Bay Harbour Manager (employed by CFL working on behalf of the OBMG)

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The Oban Bay Management Group

- 2008 OBMG formed.
 - Aim is to work in partnership to improve marine safety at Oban
 - A&BC, CMAL, NLB, Chair of Stakeholder (from 2018) & CFL (in an advisory capacity)
- All marine activity has increased since 2008
- Over the years ferry movements increased from 8000pa – 13000pa
- July 2017 Transit Berth Facility opened, with many more small vessel accessing the north side of the harbour.

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The Oban Bay Management Group Actions

- Independent Navigation Risk Assessments commissioned:-
 - in 2014 by Fisher associates (gave additional advice on short term mitigations and future management models ,project managed stakeholder engagement).
 - In 2016 by Marico Marine (continued project management and refreshed mitigation and harbour management advice)

➤ Wide & extensive user / stakeholder consultation

2011 May 2011

2012 Aug 2012

2014 30 Sep, 8 Dec, 10 Dec

2015 12 Jan, 2 Mar, 2 Apr

2016 19 Sep, 7 Dec

2017 13 Feb, 11 Apr, 1 Jun, 21Aug, 5 Dec, (24 April Oban Council meeting, 30 May RYA meeting with OBMG)

2018 28 Mar, 29 May, 4 Jul

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Recent changes to address identified risks

Short Term measures

- Ferry Rocks buoyage altered
- An updated Code of Practice and chart changes introduced 31 March 2017
- New radio reporting procedures on VHF Ch12
- Worked with UKHO and MCA to agree and publish new chart of Oban
- Incident reporting system introduced, coordinated oil spill response plan introduced
- Oban Harbour website created and now updated
- Social media, signage & media education programme introduced to promote the CoP

Longer term measures

- NRAs recommended that a wider SHA be established to further mitigate the identified risks.

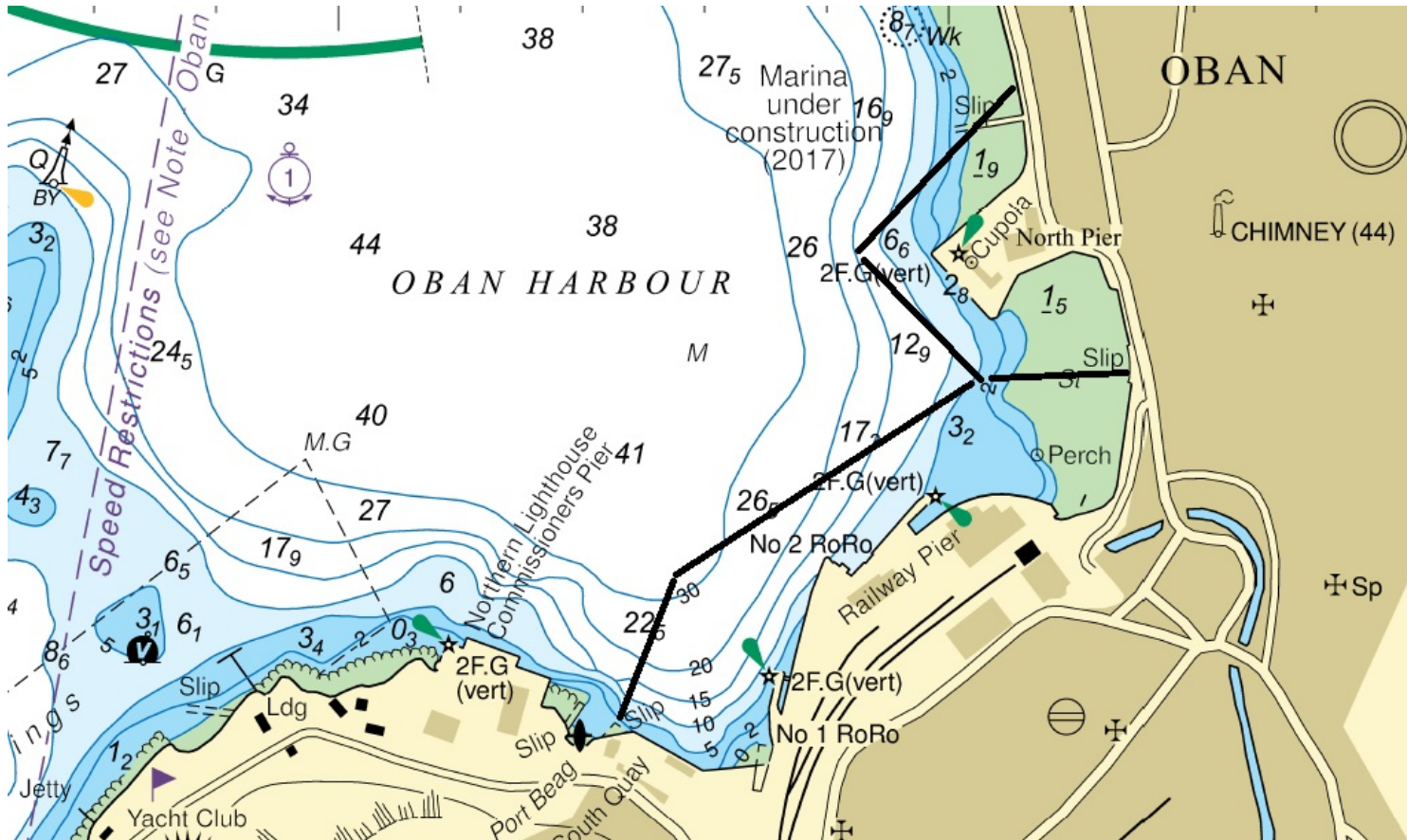
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Statutory Harbour Areas currently operated by A&BC and CMAL



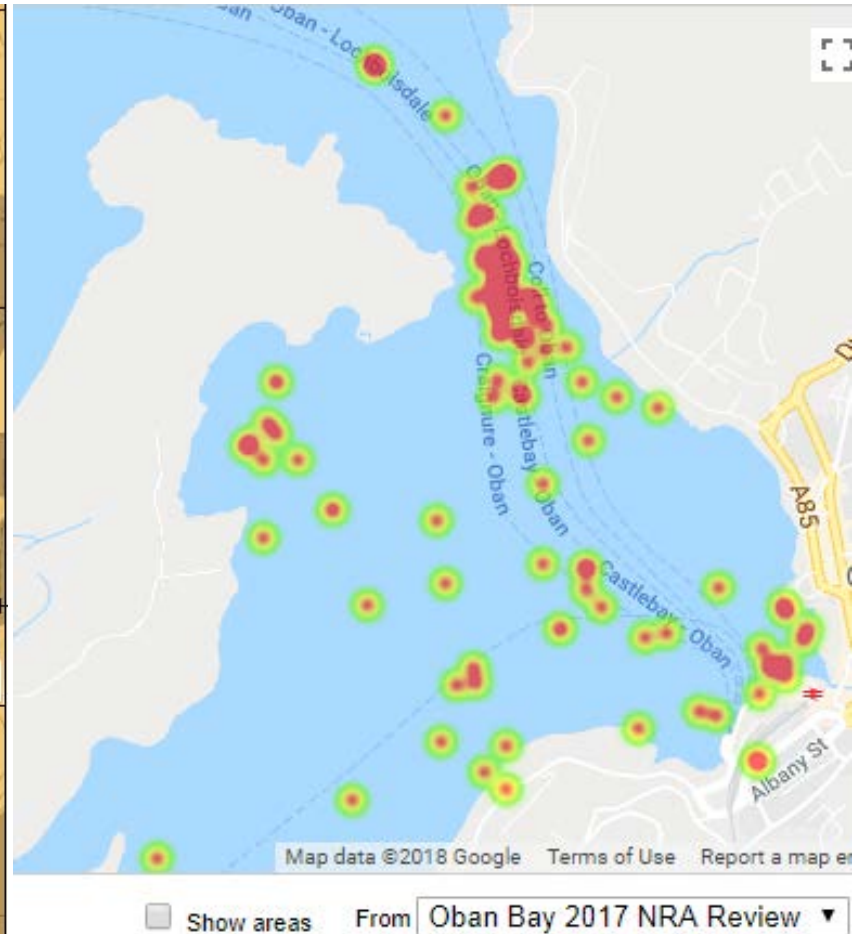
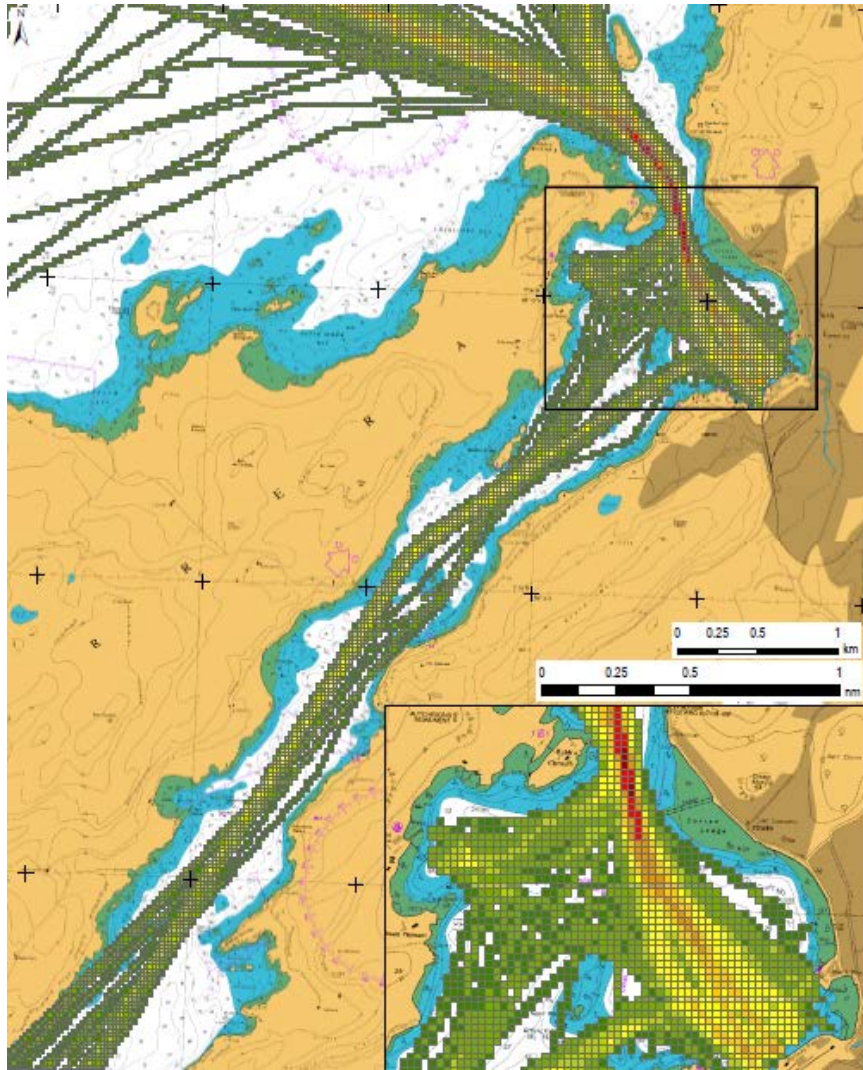
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Summary of risk areas



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Example of the primary risk



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What would a wide harbour authority need to achieve?

- Provide a single point of contact for all harbour users
 - e.g. a 24 hours Local Port Service
- Manage all traffic movement with the Bay, specifically:
 - at the north entrance
 - e.g. LPS radio co-ordination, patrol vessel
 - vessel movements in the vicinity of the berths
 - e.g. General and Special Direction for berthing

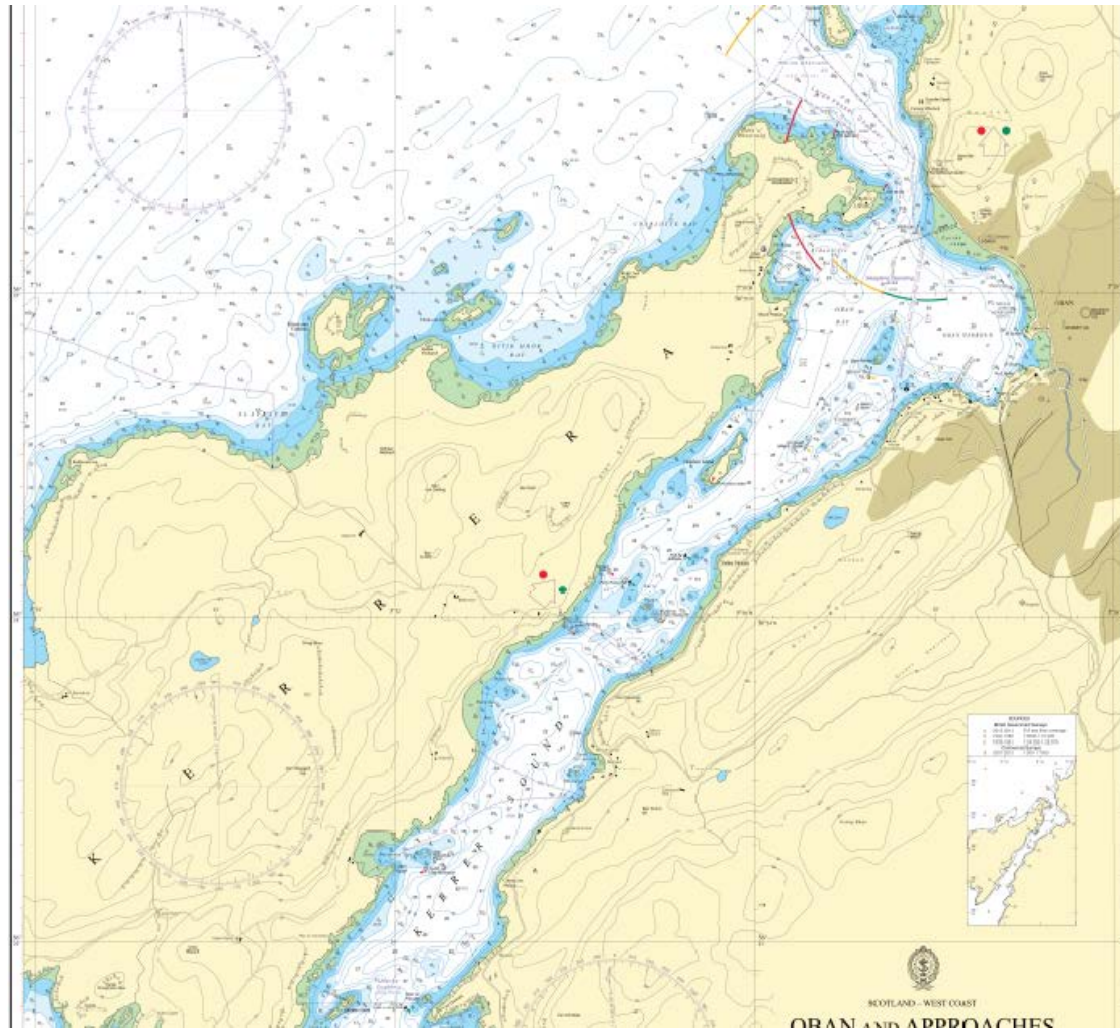
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Area being considered for navigational safety & HRO



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Options taken into consideration

- OBMG considered five options identified during the NRA process:
 - Extending Argyll and Bute Council's harbour area
 - Extending Caledonian Maritime Asset Limited's (CMAL) harbour area
 - Establishing a new trust harbour
 - A joint (hybrid) arrangement between CMAL and the Council
 - Maintain existing arrangements ('do nothing')

- Each option was evaluated against the ability to conserve the environment, manage marine incidents, govern effectively and act as a single point of contact for users, as well as cost effectiveness and timely implementation to set-up.

- It is implied each type of harbour would deploy a similar operational model.

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Extending Argyll and Bute Council's harbour area

- Conserve the environment ✓✓
- Manage marine incidents ✓✓
- Govern effectively ✓✓
- Act as a single point of contact for users ✓✓
- Cost effectiveness ✓✓
- Timely implementation ✕✕

➤ 'All options were considered by the Council's Harbour Board, including the option to extend the Council's Harbour Area and leave CMAL nested within; as this option would clearly involve the Council in significant investment and an increased risk from managing the larger harbour area, the option for CMAL to extend, with caveats, was the favoured solution.'

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Extending Caledonian Maritime Asset Limited's (CMAL) harbour area

- Conserve the environment ✓✓
- Manage marine incidents ✓✓
- Govern effectively ✓✓
- Act as a single point of contact for users ✓✓
- Cost effectiveness ✓✓
- Timely implementation ✓✓

With statutory protecting provisions and stakeholder involvement in the harbour governance process.

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Establishing a new trust harbour

- Conserve the environment ✓✓
 - Manage marine incidents ✓✓
 - Govern effectively ✓✓
 - Act as a single point of contact for users ✓✓
 - Cost effectiveness ✕✕
 - Timely implementation ✕✕
- If this option can be progressed at a later date, CMAL and the OBMG will support its implementation, in place of the wider CMAL SHA.

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A joint (hybrid) arrangement between CMAL and the Council

- Conserve the environment ✓✓
- Manage marine incidents ✓✓
- Govern effectively ✘✘
- Act as a single point of contact for users ✓✓
- Cost effectiveness ✘✘
- Timely implementation ✘✘

- Never been achieved before

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Maintain existing arrangements ('do nothing')

- Conserve the environment **xx**
- Manage marine incidents **xx**
- Govern effectively **xx**
- Act as a single point of contact for users **xx**
- Cost effectiveness **xx**
- Timely implementation ✓✓
- Code of Practice not being adhered to by sufficient proportion of vessels
- Safety & environmental considerations exclude this from being an option
- If Oban gets a reputation for being unsafe or difficult to access then it will be bad for the community.

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Conclusion

- OBMG concluded that taking all these factors into account, the most effective and timely option is for CMAL to extend its current harbour authority area to cover the whole Oban bay area, with the Council harbour area remaining nested within the larger area.
- If a Trust Port can be established at a later date, CMAL and the OBMG will support its implementation, in place of the wider CMAL SHA.

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There are 3 caveats regarding the proposed HRO

- A&BC harbour board must be satisfied their current operations are not affected by being nested within a wider harbour

- CMAL board must also be satisfied:
 - Appropriate management framework for the wider harbour activities
 - Clear understanding of any arising issues and consideration of appropriate protective provisions.
 - Cost sharing mechanism agreed

- Transport Scotland must be satisfied the HRO consultation has been thorough enough to capture all the local considerations that need to be made when designing the harbour legislation and operating principles.

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The consultation plan

- Continue to engage with the dedicated stakeholder group
- Provide a questionnaire to gather suggestions for the HRO
- Consult with stakeholders and the wider community
- Publish all the feedback received, August 2018
- Draft the HRO
- Consult again with stakeholders, questionnaire & wider community, autumn 2018
- Refine the HRO
- Submit the HRO for formal consultation, early 2019

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Questions?

Jim Simth – A&BC

Vicki McKenzie – A&BC Oban Harbour Master

Lorna Spencer – CMAL Director of Harbours (Current Chair)

David McHardie – CMAL Harbour Master

Phil Day – NLB Director of Operations

Ewen MacKerchar – NLB Marine Operations Manager

Scott Goodwill – CFL Area Harbour Manager

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International Rules for the Prevention of Collision at Sea

Rule 9. Narrow channels

A vessel proceeding along a narrow channel must keep to starboard.

Small vessels or sailing vessels must not impede (larger) vessels which can navigate only within a narrow channel.

Ships must not cross a channel if to do so would impede another vessel which can navigate only within that channel.

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International Rules for the Prevention of Collision at Sea

Rule 34 Manoeuvring and Warning Signals

- (a) When vessels are in sight of one another, a power driven vessel under way, when manoeuvring as authorized or required by these Rules, **shall** indicate that manoeuvre by the following signals on her whistle:

one short blast to mean “I am altering my course to starboard”;

two short blasts to mean “I am altering my course to port”;

three short blasts to mean “I am operating astern propulsion”.

- (d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt **shall** immediately indicate such doubt by giving at least five short and rapid blasts on the whistle.

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