

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	30 April 2020

Attendees:

Name	Organisation
Phil Day	NLB Chair
Ewen MacKerchar	NLB
Stewart Clark	A&BC
Paul Jennings	OBHM
Cameron MacPhail	CFL
David McHardie	CMAL
Scott Goodwill	CFL
Ramsay Muirhead	CMAL
Tony Bennett	Oban Bay Stakeholders

Item	Detail	Responsible	Action	Timescale
1	<p>Apologies</p> <p>John MacAlister OCHDA</p> <p>Vicki McKenzie A&amp;BC</p> <p>Mike Brew NLB</p>			
2	<p>Safety Concerns</p> <p>It was acknowledged by the Chair that the current lockdown situation has made progress difficult, particularly for self-employed people and those running businesses affected by the lockdown.</p> <p>Activity, particularly leisure activity, within the Oban Bay area has reduced dramatically compared to the equivalent period over the last 3 years.</p> <p>Reported incidents are also reduced. This situation is thought to be caused by the significantly lower vessel activity within the Bay, the more effective buoyage system and the consistent and established educational efforts by the OBMG.</p> <p>There was one Navigational Infringement reported since the last meeting. This incident involved two large vessels at the north entrance. It is deemed to have been caused by one vessel not using recommended VHF procedures. This resulted in an unnecessarily close quarters situation developing.</p>			
3	<p>OCHDA feedback / progress report</p> <p>There are two parallel approaches being developed.</p>			

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	<p>1. A conservancy only, "wet model", which would not include any harbour infrastructure, just the outer part of the bay, leaving the A&amp;BC and CMAL SHAs nested.</p> <p>2. A harbour which would take control over the current A&amp;BC harbour SHA and infrastructure, including the North Pier, harbour office and North Pier Pontoons.</p> <p>The aim is to introduce both options simultaneously as a single process. It is possible but less desirable, that option 1 could be introduced first and option 2 later, or, not at all.</p> <p>Transport Scotland and A&amp;BC have indicated they wish to see the business plans for the models, prior to indicating if they will support further progress.</p> <p>A&amp;BC have indicated the financial performance of the North Pier Pontoons may be important to A&amp;BC.</p> <p>There is a desire to conduct an analysis and assessment of the 2020 vessel movements and financial viability, based upon the reduced leisure movement activity induced by the current virus "lockdown".</p> <p>The aim is for OCHDA to engage earnestly with the selected legal team to progress the HRO.</p> <p>BID Oban is no longer able to offer staff time to the project.</p>			

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	<p>Funding for getting the harbour started is the biggest risk to the OCHDA project.</p> <p>Transport Scotland are aware of the possible financial implications to the public purse, of a conservancy charge required to fund the OCHDA harbour proposal.</p>			
4	<p>OCHDA funding model</p> <p>Option 1 the conservancy model would rely upon income from charging vessels passing through the outer part of the bay.</p> <p>Option 2 would generate income from vessels using the North Pier and North Pier Pontoon infrastructure.</p>	OCHDA		
5	<p>SHA boundaries</p> <p>Following the joint review of existing harbour areas and agreement on the current boundaries, CMAL have proposed boundary alteration options for the western edge of their SHA at the South Pier, for informal consultation feedback broadly in line with suggestions made by OCHDA. This is prior to submitting a formal HRO. If the formal HRO can be tied in with an OCHDA HRO, then this would be desirable but not essential.</p> <p>These SHA boundary alterations will not take into account any future ferry terminal alterations as these are too far away to predict or plan for at this time.</p>	OPU & South Pier Users	Oban Port Users and uses of South Pier to give feedback to the CMAL SHA boundary proposals.	30 May 2020

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6	<p>Actions and timescales to progress HRO</p> <p>By 30 June 2020, OCHDA to clarify which harbour model they intend to progress and update OBMG if 30 September 2020 HRO is feasible.</p> <p>By 30 September 2020, OCHDA to start the formal consultation HRO process for Oban Bay.</p>	OCHDA		<p>30 June 2020</p> <p>30 Sep 2020</p>
7	AOB			
	It is proposed that an update on progress should be sent to the MCA		PJ to draft a letter for the MCA	30 May
8	Next Meeting date		PJ. Poll to be sent to establish a date towards the end of June 2020	30 May