

Notes from the Harbour Users Consultative Forum & Oban Bay Stakeholder meeting 1900 11 April 2017 Oban Lifeboat Station

Attendees:

Billy Forteith	BF
Eric Chapman	EC
Roger Parry	RP
John McArthur	JA
Tony Bennett	TB
Struan Smith	SS
Cameron Smith	CS
Jon Hart	JH
Fergus Gillanders	FG
Cameron MacPhail	CM
Paul Jennings	PJ
David Phillips	DP
Peter Tosh	PT

CM open the meeting drawing people's attention to the following matters within Caledonian MacBrayne Ferries Ltd (CFL) operating areas.

- Bunkering Requirements within SHA - CM reminded all parties about the requirement for bunkering checklists to be completed if taking bunkers within the CFL estate (includes South pier)
- Diving Operations with the SHA - should any vessel require diving and this is being undertaken as a commercial activity then the CFL Diving Operations process must be followed and a diveplan must be provided to the CFL Piermaster prior to diving operations
- One Way System of Oban Railway Pier - CM updated attendees on the one way system currently in trial on the railway pier. CM advised this is to improve safety of all users.
- Navigational Issues - No concerns were raised
- Incidents & Near Misses - CM advised of two incidents within the CFL SHA and the Oban Bay Manager would provide further detail during the stakeholder meeting.

DP gave a final update on the actions implemented following the 2016 Oban Bay risk assessment and consultation. The MCA have approved the revised Oban Bay Code of Practice (CoP) and VHF reporting and it went live on 31 March 2017. The alterations to Chart 1790 are approved and due release on 18 May 2017. DP and MARICO Marine's involvement with progressing matters in Oban Bay has now ended and PJ will continue the work, reporting to the Oban Bay Management Group and continuing to consult with all Oban Bay users, acting as the point of contact for all matters relating to Oban Bay.

PJ gave a briefing on the awareness programme instigated for the Code of Practice, which includes laminated copies for all bareboat charters vessels on the west coast and all commercial vessels operating from Oban. The updating of the website to match the changes to the CoP, the introduction of an incident and near miss reporting system for all (accessed via the obanharbour.scot website) and planned safety campaigns for very small vessel users in the Oban Bay area. The website will also be used to promote Oban based marine businesses and have links with as many west coast marine orientated website as possible.

PJ indicated that the reporting system will be used to guide future amendments / improvements to the CoP, with summary reports given at each meeting. Attendees were asked to give consideration to what further guidance the CoP should give to visiting small vessel owners, especially with the introduction of the transit marina on the north side of the harbour.

TB mentioned that there was a mistake on the CoP. It has been amended and can be downloaded from the website.

FG gave an update on the installation of the transit marina. It is on track for the planned late summer 2017 opening.

JH asked whether the incident reporting system would include investigation and formal feedback. The answer is not at this point because there are no powers cover Oban Bay for such activity. It is for recording of incidents and near misses and summary reporting only. PJ will gather as much detail as possible. Incidents will be reported to the relevant authorities if it is deemed necessary.

RP submitted a list of events not advertised on the website. These have been added.

Next meeting 12 June 1900 Oban Lifeboat Station.