

Document Name	
Author	Paul Jennings
Date	16 July 2020
Reference	



Meeting	Oban Bay Management Group
Meeting Purpose	Improving Marine Safety at Oban
Venue	Remote video conference
Date	25 June 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
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&BC</p> <p>Mike Brew NLB</p> <p>Ewen MacKerchar NLB</p> <p>Martin Ritchie TS</p> <p>Chris Wilcock TS</p>			
2	<p>Safety Concerns</p> <p>There were no reported incidents since the last meeting. Activity in the Oban Bay area has been very low due to the reduced ferry timetable, reduced commercial activity and virtually no leisure vessel movements.</p>			
3	<p>OCHDA feedback / progress report</p> <p>OCHDA reported that it had become difficult to maintain momentum of activity and progress during the 'lockdown' period.</p> <p>OCHDA with advice from their legal team Bernas Paul had settled on a mechanism for delivery of a trust port model, which was based upon leasing the A&BC council facilities and adopting then extending the current A&BC SHA to cover the wider bay, leaving the CMAL SHA nested.</p> <p>There were 3 packages of work that need to be agreed and completed to achieve this:</p>			

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	<p>1. The new 'trust port' leases A&BC Oban Harbour assets, possibly with a future purchase option.</p> <p>2. The A&BC SHA is transferred to the new 'trust port'.</p> <p>3. The new 'trust port' extends the SHA area to encompass the whole of Oban Bay leaving the CMAL SHA nested.</p> <p>It is not yet clear whether this process can be delivered with an HRO or an HEO.</p> <p>The intention is for OCHDA to commence informal consultation with stakeholders in Sep 2020 and submit the formal HRO/HEO in Oct or Nov 2020.</p> <p>A&BC have requested an OCHDA programme of activity that will enable this process, to be submitted by mid July 20.</p> <p>Transport Scotland and A&BC have indicated they wish to see the business plans for this harbour model, prior to indicating if they will support further progress.</p> <p>TS would like to be consulted by OCHDA with the draft HRO/HEO prior to the informal consultation commencing.</p> <p>TS reiterated that they would be reluctant to accept a formal HRO/HEO application until the majority of</p>		<p>OCHDA to submit a programme of activity to A&BC, listing stages/actions required to initiate HRO/HEO submission.</p>	<p>OCHDA 14 July 2020</p>

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	concerns had been resolved in the informal consultation phase.			
4	OCHDA funding model The new 'trust port' would be operationally active, on a daily basis, to cover the period the ferry service was running. Approximately 19 hours per day during the summer and 11 hours per day during the winter. This would be at an estimated cost of £325k, charged upon a Gross Tonnage basis. The ferry service would be charged 90% or £300K, as it contributes 15M GT of movements to Oban's annual total of £17M GT of vessel movements.	OCHDA		
5	SHA boundaries Following a joint review of existing harbour areas, the proposed boundary alteration for the western edge of the CMAL SHA at the South Pier has been agreed by all parties. CMAL will submit an HRO for this alteration once the HRO for the wider bay has been finalised. All existing SHA boundaries are now agreed and fit the interpretation of current legislation.	All	CMAL to submit HRO once HRO for wider bay finalised	Late 2020
6	Actions and timescales to progress HRO By 30 September 2020, OCHDA to have started the informal consultation HRO process for Oban Bay. The formal HRO process needs to be submitted in time for the wider harbour area to be operational for the 2021 season.	OCHDA	OCHDA to initiate informal and then formal consultation	30 Sep 2020

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7	AOB			
	An update on progress should be sent to the MCA directly after this meeting		Chair to approve draft letter	PD PD PD PD 1 July 2020
	It is proposed the incident reporting system for Oban Bay, currently hosted by CFL, will be transferred to the A&BC reporting system by 1 Sep 2020. CFL will archive all current incident data on the CMAL file system that hosts OBMG notes.		A&BC to report that their MARNAS incident reporting system is ready to host Oban Bay incident reports	SC 30 July 2020
8	Next Meeting date		20 Aug 2020 13:30 – 15:30 Teams meeting invitation sent by PJ to all	