

Document Name	
Author	Paul Jennings
Date	10 February 2021
Reference	



Meeting	Oban Bay Management Group
Meeting Purpose	Improving Marine Safety at Oban
Venue	Remote video conference
Date	14 January 2021

Attendees:

Name	Organisation
Phil Day	NLB Chair
Karl Zaczek	Transport Scotland
Stewart Clark	A&BC
Paul Jennings	OBHM
Cameron MacPhail	CFL
David McHardie	CMAL
Ramsay Muirhead	CMAL
Tony Bennett	Oban Bay Stakeholders
Scott Goodwill	CFL
Mike Brew	NLB
Vicki McKenzie	A&BC

Item	Detail	Responsible	Action	Timescale
1	<p>Apologies</p> <p>John MacAlister OCHDA</p> <p>Ewen MacKerchar NLB</p> <p>Martin Ritchie Transport Scotland</p>			
2	<p>Safety</p> <p>There were 2 reported near miss incidents since the last meeting.</p> <p>Both involved commercial scallop divers adjacent to, or in the large vessel channel and approaches to large vessel berths.</p> <p>A&amp;BC harbour and CFL harbour expressed concerns to MCA and HSE diving. Both organisations followed up with full investigations and consequential actions to try and prevent further incidents which have a high potential for injury or even fatality.</p>	PJ	All to continue to monitor diving activity within the bay and report near misses and incidents to the MCA and HSE diving immediately.	
3	<p>OCHDA HRO progress / consultation / submission</p> <p>Discussions are continuing with Argyll &amp; Bute Council over a lease of premises on the N Pier and initial interest regarding the planned asset transfer has been lodged. This will be pursued in coming weeks and months and is a crucial part of developing the necessary Harbour Order. It was noted the time scale to finalise this action to keep the proposed HRO consultation to the previously indicated timeline is very ambitious.</p>			

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	<p>The funding application made to Crown Estate Scotland for immediate funding requirements such as the project manager was rejected.</p> <p>Working groups are picking up unfunded work and are making positive progress.</p> <p>Donations continue to be received towards the ambitious target that we feel we must raise in order to be able to pay the predictable bills from lawyers etc and to establish the board. OCHDA are aiming to raise in excess of £100,000, principally required to allow us to establish the board of trustees, set up a necessary 'asset holding' body separate from the Trust Port, and to pay for the legal advice required for these and the preparation and submission of the Harbour Order. A fundraising campaign will be launched shortly.</p> <p>Consultation over the precise area to be managed by the new Harbour Authority was completed in December, the conclusions are summarised as:</p> <p><b>N Entrance</b> The proposed limit at the North entrance was widely supported and will be adopted in the formal proposal.</p> <p><b>S Entrance</b> The options relating to the South entrance were considered and these were the subject</p>			

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	<p>of a number of detailed responses. The conclusion is that we will adopt the straight line boundary at the south end of Kerrera and this will be included in the formal proposal.</p> <p>A number of respondents expressed concern about potential limitations on traditional activities in the waters of the Bay and Kerrera Sound. There is no intention to restrict any traditional activities within the Harbour Authority area, rather the intention is to ensure that all activities are undertaken safely and that potential conflicts are avoided.</p> <p>In addition to existing working groups, which have been established for some time, a new working group has been established in order to develop the framework for the appointment of the future Harbour Board. This work is advancing well, supported by members and others including qualified HR personnel. The establishment of the Harbour Board is a crucial step in the establishment of the Trust Port and this will be undertaken by OCHDA, via public recruitment to ensure a good match of appropriate skills.</p> <p>Following a review of the financial evaluation based upon 2020 vessel movement figures it still looks as if the proposed OCHDA harbour costs can be covered by a 2p/GT charge for commercial vessels.</p>			

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	<p>A consultation order is to be progressed to allow the establishment of a harbour board.</p> <p>Transport Scotland continued to advise that a demonstrably viable business plan and approval for the proposed A&amp;BC assets transfer were still required to be provided prior to the submission of an HRO.</p>																														
4	CMAL HRO progress update																														
	The legal preparations were being finalised prior to the HRO submission																														
5	Oban Bay Navigation Risk Assessment review for 2020																														
	<p>Movements reported in 2019 were down in 2020 by 44% overall, 20765 to 11608.</p> <table border="0"> <tr> <td>Cargo (North Pier &amp; NLB Pier)</td> <td>2156</td> <td>-22%</td> </tr> <tr> <td>Ferry</td> <td>7180</td> <td>-28%</td> </tr> <tr> <td>Leisure (North Pier pontoons)</td> <td>2450</td> <td>-71%</td> </tr> </table> <p>Incidents reported in 2019 were down in 2020 by 80%, 40 to 8 reported</p> <table border="0"> <tr> <td>Navigational Infringements</td> <td>3</td> <td>-86%</td> </tr> <tr> <td>Collision Near Miss</td> <td>2</td> <td>-78%</td> </tr> <tr> <td>Grounding</td> <td>0</td> <td>-100%</td> </tr> <tr> <td>Diving</td> <td>2</td> <td>-0%</td> </tr> <tr> <td>Contact Berthing</td> <td>1</td> <td>-33%</td> </tr> <tr> <td>Pollution</td> <td>0</td> <td>-100%</td> </tr> </table>	Cargo (North Pier & NLB Pier)	2156	-22%	Ferry	7180	-28%	Leisure (North Pier pontoons)	2450	-71%	Navigational Infringements	3	-86%	Collision Near Miss	2	-78%	Grounding	0	-100%	Diving	2	-0%	Contact Berthing	1	-33%	Pollution	0	-100%			
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	No alterations to the safety measures already put in place by the OBMG were identified.			
6	AOB CFL can continue to host the incident reporting for the OBMG having introduced a new reporting platform.			
7	Next Meeting date 24 Feb 2021 11:00 to 12:30	All		