

# Oban Harbour Management Plan: Stage 2 Implementation

**Notes of a meeting held on 12/01/2016 09.45 – 12.00 at NLB, Oban**

Purpose: To provide an update on implementation to OHMG and to seek direction on relevant matters.

Present: Alasdair Henderson (AH), David McHardie (DMH), Stewart Clark (SC), Ewen MacKerchar (EMK), Phil Day (PD), Michael Brew (MB) Chris Fisher (CF)

Apologies: Lorna Spencer

Agenda	Discussion	Actions
2. Previous Meeting	<p>The notes of the meeting held on 10/11/15 were circulated in advance and accepted. The Actions Report was considered and accepted.</p> <p>Matters Arising were covered by the agenda.</p>	
3. Progress Report	<p>MB gave a presentation to provide an update for the Group.</p> <p>The remaining short-term measures will be reviewed, and an action plan created for implementing those on which progress can be made over the next 6 months.</p> <p>The other issues stemming from the presentation were discussed as part of the main agenda.</p>	MB
4. New SHA	<p>CF led a discussion that reviewed the current situation i.e. CMAL and A&amp;BC are considering the Management Group's preferred option of CMAL extending its existing SHA, leaving A&amp;BC's SHA nested within it. CF has made a presentation to the CMAL Board, which has yet to decide whether it will support creation of a new SHA, and of what kind. CF was due to make a presentation to A&amp;BC's Harbours Committee on 14<sup>th</sup> Jan. Decision making takes place within the context of a forthcoming election, determination of the new contract for operating ferry services, a significant increase in ferry calls from March (4,000 pa to 6,000), and a change of CEO at CMAL.</p> <p>CF explained this status to the Stakeholder Group the previous evening. Disappointment was expressed by some stakeholders that the likelihood of a larger SHA being formed had yet to take any substance.</p> <p>The two Boards should be made more aware that a majority of stakeholders are supportive of an SHA for the wider Harbour.</p> <p>PD advised that NLB strongly supports the formation of a larger SHA, particularly given the forthcoming increase in ferry traffic.</p>	

	<p>The following actions were agreed:</p> <ul style="list-style-type: none"> <li>i. PD will brief the NLB board at its meeting scheduled for 21<sup>st</sup> January 2016, and use appropriate opportunities to raise the SHA issue with the DfT and Transport Scotland.</li> <li>ii. PD will investigate analysing the Oban AIS data using IALA risk assessment software and report back to OHMG.</li> <li>iii. In parallel with ii, the NRA completed for the wider Oban Harbour should be revisited in light of the increased level of ferry traffic, and the measures that have been put in place over the last 18 months. This will be coordinated by MB, and an updated report prepared on the need for an SHA for the wider Oban Harbour.</li> <li>iv. DMH (and LS) and SC to work towards a meeting in Summer 2016 between CMAL and A&amp;BC Boards, preferably in Oban, with wider stakeholders, to review work to be undertaken over the next 6 months.</li> </ul>	<p>PD</p> <p>PD</p> <p>MB/CF</p> <p>DMH/SC</p>
<p>5. Education and Engagement Strategy</p>	<p>The progress made with combining the Stakeholder meeting with CFL's Harbours Users meetings in Spring and Autumn was noted.</p> <p>MB to liaise with AH re potential for briefing Oban Yacht Club on the expanded 2016 schedule.</p>	<p>MB</p>
<p>6. North Channel</p>	<p>The six issues stemming from the consultation responses regarding the Central Channel, as summarised in the presentation (item 3 above), were considered by the meeting. Decisions were made as follows:</p> <p><b>Regarding the broadcasting of warnings:</b></p> <ul style="list-style-type: none"> <li>i. <b>Dunollie lighthouse</b> will be the reference point for warnings broadcast on VHF by inward and outward-bound vessels. Reporting points for inward-bound vessels will be shown on charts.</li> <li>ii. <b>LOA limit for broadcasting warnings</b> will be 30 metres</li> <li>iii. <b>Channel 12</b> will be VHF channel to be used for broadcasting above warnings due to: <ul style="list-style-type: none"> <li>a. Channel 12 being the appropriate harbour working channel for such broadcasts;</li> <li>b. The volume of traffic likely to be produced is inappropriate for Channel 16;</li> <li>c. Use of Channel 12 would enable queries to be dealt with quickly without the need to change channels.</li> </ul> </li> </ul> <p><b>Regarding the delineation of a channel:</b></p> <ul style="list-style-type: none"> <li>iv. <b>Lateral limits of Central Channel</b>, particularly NW of Dunollie Lighthouse, to be agreed with NLB advice.</li> <li>v. <b>Northern limit</b> to be extended slightly to the NW to coincide with the pecked line currently shown on charts marking the end of the Narrow Channel.</li> <li>vi. <b>Southern limit</b> to coincide with the Corran Ledge buoy</li> </ul> <p>Given the need to inform harbour users of a change from current practice, a comprehensive information programme is required. Stakeholders to be consulted / advised as soon as practicable.</p> <p>For broadcast warnings, this should be implemented as soon as practicable in light of forthcoming increases in ferry traffic. Agreement to be reached with CFL and NLB regarding on-board procedures and wording of warning. NLB will issue a Notice to Mariners on behalf of OHMG.</p>	<p>MB</p> <p>MB/PD/AH PD</p>

	As per item 4 iii, agreed that the Navigation Risk Assessment would be reviewed once the new Central Channel is finalised.	MB
7. Harbour Signs	<p>The schematic signs were reviewed and accepted. A brief, using the schematic designs and the RNLi's guidance document, will be prepared for circulating to suitable manufacturers, e.g. Dee Organ, Swordfish and Sign &amp; Design to obtain indicative costs and outline designs.</p> <p>Noted that based on stakeholder views signs should be installed in five locations: Port Beag Slip, Oban Times Slip, Oban Marina, North Quay and South Quay.</p>	MB
8. AOB	None	
9. Next meeting	8 <sup>th</sup> March 2016 at 10.00 at NLB Oban	