

## **Oban Bay Stakeholder Meeting**

**1500 29 August 2018**

### **Oban Lifeboat Station**

#### **Attendees:**

John McArthur WHAM / RHYC

Linda Battison OLTA

Andrew Spence BID4OBAN

David McHardie CMAL

Eric Chapman OSC / OBCB

Derek Grier OCC

Richard Johnson RNLI

Mike Robertson RNLI

#### **Apologies:**

David Vass RYA / Wham

Sarah Brown RYA Scot

Elaine Robertson A&BC

Phil Hamerton Leisure User

Alison Rennie Leisure user

Alison Chadwick Yachting Life / leisure user

Peter Tosh OPU

John MacAlister Fisherman

John Redman CCC

Paul Jennings OBMG

Tony Bennett Crown Estate Scotland / Chair

Roddy McCuish A&BC

Lorna Spencer CMAL



Item	Time	Subject	Consensus	Output	Owner
1	1500	Minutes from last meeting	Approved		
2		<p>Matters arising</p> <p>OS TORs, Suggested remove 5 g exclusion of journalists - complete</p> <p>How are decisions reached? What is the decision making process? – Consensus</p> <p>Community engagement plan date changes.</p>	<p>Slight change to timings to allow more time for consultation and HRO drafting.</p> <p>Stakeholders thought the HRO timetable was not consistent with the press release and HRO drafting should be halted to give the trust port option a chance to be more fully evaluated.</p> <p>PJ explained that all this work is complimentary and can be conducted in parallel. Additionally, to properly address the safety case, the HRO drafting should not be delayed. Stakeholders did not accept this explanation, and feel that there is still plenty that can be usefully done, or needs to be done, particularly with regard to safety. The consensus is that efforts should be concentrated on the underlying preparatory work, and that the drafting of the HRO should not be started until a final decision is made with regard to the form of the 'new' SHA.</p>	To be put to the OBMG	DM/TB





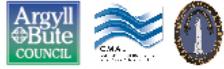
			<b>Oban Harbour Activity - Conservancy costs - Indicative</b>					
Vessel	Operator	GT	Visits pa	Cost per annum	Cost per Visit			
Pharos	NLB	3762	21	£ 1,185.03	£ 56.43			
Pole Star	NLB	1174	12	£ 211.32	£ 17.61			
NLB Commercial		1500	68	£ 1,530.00	£ 22.50			
NLB Cruise Vessel		2500	35	£ 1,312.50	£ 37.50			
Hebridean Princess		2112	28	£ 887.04	£ 31.68			
Isle of Mull	CFL	4719	1617	£ 114,459.35	£ 70.79			
Coruisk	CFL	1599	949	£ 22,761.77	£ 23.99			
Isle of Lewis	CFL	6753	275	£ 27,856.13	£ 101.30			
Clansman	CFL	5499	509	£ 41,984.87	£ 82.49			
Hebridean Isles	CFL	3040	78	£ 3,556.80	£ 45.60			
Lord of the Isles	CFL	3504	83	£ 4,362.48	£ 52.56			
Loch Striven	CFL	206	1400	£ 4,326.00	£ 3.09			
Isle of Arran	CFL	3269	164	£ 8,041.74	£ 49.04			
Fish Farm		1500	892	£ 20,070.00	£ 22.50			
Cruise		8000	20	£ 2,400.00	£ 120.00			
Small Cruise > 100		130	425	£ 828.75	£ 1.95			
F/V >100		140	317	£ 665.70	£ 2.10			
Rate Per Tonne				£ 0.015				
Revenue Generated				£ 256,439.46				
Revenue Required				£ 250,000				

3	Outstanding action list.  Clarification to cost differences between December 2017 and March 2018	The March 2018 figures are the correct figure to be used. An admin error explains the difference. <u>All</u> of the figures which formed the basis of the presentation made to Stakeholders in December 2017 were incorrect, as were the various presentation slides which had been based on these figures. A&BC harbour board did not use any costing figures when discussing their approach to an HRO for the wider harbour area.
4	Management group meeting update	A quick review of what was discussed at the last OBMG was give. Minutes are on the Oban Harbour website.



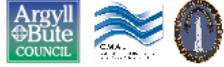
			<p>Stakeholders thought Captain Phil Day would be the best option for the new OBMG chair as Cllr Roddy McCuish was on the A&amp;BC harbour board and might be conflicted. It was also noted that Captain Day had chaired the July Public Meeting, and had been involved with the OBDG/MG longer than most. The independence of the NLB was also a factor.</p>		
5		<p>Follow up to Stakeholders Meeting re-formation of working group</p>	<p>An overview of the stakeholder meeting to seek opinion on preferred Harbour Authority structure was given. This included previous work and costings (March 2018), an overview of what a trust port was, and the challenges that would need to be resolved. The 20 Aug 2018 press release was also circulated at the meeting.</p> <p>The strong message from Stakeholders was that the group wanted a trust port and, if that was not viable, then a municipal port was the preferred option.</p> <p>Volunteers were asked for to form a working group or groups, and it was agreed to progress the areas of navigational safety, finance and a legal review. The three groups would like to work in partnership with the OBMG. Volunteers came forward at the meeting, and more have since been added to the list.</p> <p>A proposed evaluation strategy was approved by the Stakeholders for the Chair to present to the next Management Group meeting.</p> <p>The discussion continued as Stakeholders thought there are further interim safety measures that can be introduced to improve navigational safety. It was explained that there are and the OBMG are working on this but the most effective measures require a statutory harbour area to be effective.</p>	TB	



			<p>Stakeholders voiced the view that all users of the bay could start by looking at their current 'in house' practices as there is plenty which should be possible at present without requiring further legislation.</p> <p>It was also noted that Stakeholders are no longer being provided with the reports of incidents which had been noted since the previous meeting.</p>		
6		Protected provisions	The activities and provisions collated from the questionnaire and consultation were presented to the group. Time was not available to discuss these in detail but comments and further suggests should be fed to the stakeholder Chair or OBHM by Wednesday 6 Sep 2018.	ALL	
7		Questionnaire / consultation – detail of responses sent out ahead of meeting. Request for further suggestion as to how wider harbour should be regulated and operate.	Time was not available to discuss these in detail but comments and further suggests should be fed to the stakeholder chair or OBHM by Wednesday 6 Sep 2018.	ALL	
8		Summary of NLB Oban Bay AtoN review meeting	This review is delayed until September.	OBMG	



9		Proposed patrol vessel	<p>There was a request for more detail but no significant objections. It was noted that the group had previously discussed the concept and had agreed in principle provided that costs were reasonable.</p> <p>On the basis of the discussions at <u>this</u> meeting the view was also expressed that whilst it is a good idea in principle, the 'approx. budget of £100k' could perhaps be better spent on other measures.</p> <p>It was also suggested that there should be greater emphasis on the fact that it was to be a pilot project (if approved) as a future HA might not wish to continue with the vessel as proposed. However, CMAL Harbour Master was of the opinion that the vessel may be required for other purposes for which the wider HA would be responsible, such as Tier 1 oil spill response.</p> <p>A more general observation was made by the Chair with regard to the circulation of papers to Stakeholders - how did the OBMG group expect the Stakeholders to feel included if they were not permitted to see draft papers/proposals until after the final decision has been made?</p>		
10		Summary of points to be raised on behalf of Stakeholders at the next OBMG meeting	<p>See final point above re papers etc.</p> <p>Feedback from 20 Aug Stakeholder SHA meeting and Proposed Evaluation paper.</p> <p>Invitations to the stakeholder meeting are to be discussed. Whilst simpler organisation and good community representation is desirable, it should not be at the expense of denying Stakeholders access to the group as it is currently their only means of input.</p>	TB TB TB	



			<p>Why are CMAL continuing with the HRO when there is much objection to this option?</p> <p>More notice needs to be given to all Stakeholders re meetings and circulation of papers.</p>	<p>OBMG</p> <p>PJ</p>	
11		AOB	<p>CMAL Harbour Master is to issue a Notice to Mariners to remind large vessels of the importance of broadcasting clear radio navigation warnings prior to entering or departing Oban Bay iaw the CoP and to allow sufficient time for Mariners to change to the appropriate VHF radio channel</p> <p>It was suggested a public notice is required for a public meeting and it was extremely disappointing this had not been done.</p>	<p>DM</p> <p>PJ</p>	
12		Next meeting	7 November 2018 15:00 venue TBC		