

Document Name	OBMG Actions & Notes 23 Sept 22
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Date	26 Sept 2022
Reference	OBMG



<b>Meeting</b>	Oban Bay Management Group
<b>Meeting Purpose</b>	Improving Marine Safety at Oban
<b>Venue</b>	NLB Oban and MS Teams
<b>Date</b>	23 September 2022

#### Attendees:

Name	Organisation
Phil Day	NLB Chair
Ramsay Muirhead	CMAL
David McHardie	CMAL
Karl Zaczec	Transport Scotland
Michael Blacklaw	CFL
Scott Reid	A&BC
Jim Smith	A&BC
Phil Hamerton	OBSG
Laura Corbe	Oban Community Council
Ewan Mackerchar	NLB
Fergus Gillanders	OCHDA
Shona McMillan	CFL

**Apologies:**

Name	Organisation
Vicki McKenzie	A&BC
Ross Wilson	OCHDA
Kevin Hobbs	CMAL

Item	Detail	Responsible	Action	Timescale
1	<b>Actions from previous meeting</b>			
	<p><b>Jet skis</b> - MB shared jet ski data with the group prior to the meeting. MB advised that there have been no further jet ski incidents reported. LC was aware of some incidents. MB encouraged the group to make reports via the website to allow these incidents to be recorded.</p> <p><b>Liaison meeting with coastguard</b> – There has been no meeting as yet, will remain on agenda for next Safety Liaison meeting. It was noted that KH had put the group in contact with the Harbourmaster at Poole and this was well received.</p> <p><b>Link to A&amp;BC governance policy-</b> JS has collated a detailed explanation and will circulate with group.</p> <p><b>Provide information on the Port User Groups-</b> JS to provide.</p> <p><b>Safety leaflets</b> – MB is contacting the website provider to ascertain if they can provide data on number of times leaflets are accessed. It was agreed that the printed leaflets continue to be circulated to the normal recipients.</p>	<p>SR</p> <p>JS</p> <p>JS</p>	<p>To raise at Safety Liaison meeting &amp; ask Coastguard to consider liaising with jet ski users.</p> <p>To share with group.</p> <p>Provide information on the Port User Groups.</p>	
2	<b>Safety</b>			
	<p>There have been no reported incidents since the last meeting. However, it was noted that there have been incidents resulting in Lifeboat call-outs which should have been reported.</p>			

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	<p>It was queried whether the public can have access to reporting and FG sought clarification over potential conflict between A&amp;BC use of MarNIS (Web based) and CMAL use of HAZMAN 2 (Windows based) for incident reporting. Current link on Oban harbour web site takes user to HAZMAN 2 system of reporting.</p>	JS	<p>JS will ascertain if this is possible using A&amp;BC's reporting system, and will clarify on universal use of A&amp;BC's MarNIS.</p>	
<b>3</b>	<b>A&amp;BC HRO update</b>			
	<p>JS advised the group that the majority of the information is on the website, including the Q&amp;A session. There were 50-60 comments received, which fell in to 9 distinct categories. Detailed comments have not yet been provided as the deadline of COB 23/09/2022 had not yet passed. A final version will be drafted with the legal team and will be publicised in due course.</p> <p>It was advised that the intention is for the HRO to be signed off at the December meeting with the formal submission to Transport Scotland in January.</p> <p>A high-level plan is available on the website, and it is due to be updated in the coming week, with a more detailed plan to follow by December.</p> <p>The NRA technical work and observation period has been carried out with a drop in consultation taking place W/C 26/09/2022 in Corran Halls.</p> <p>A&amp;BC have met with Transport Scotland to go through the draft HRO, with a sail around Oban to look at limits and understand the geography.</p> <p>SR advised that final emails went to MCA, Bidwell and SEPA regarding the consultation. Responses are expected back soon.</p> <p>It was advised that the workshop will follow a standardised process with established methodology.</p>	<p>JS</p> <p>JS</p>		

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	<p>RM advised that CMAL did not appear to have been invited to the workshop.</p> <p>The importance of keeping the public updated was agreed. JS advised that the HRO was to be put on the website and that the public group will be advised. Twitter and Facebook will be utilised to inform when the site is updated. Currently it is updated monthly but going forward that will change to weekly. A&amp;BC will encourage their comms team to go out again to the public and possibly review the email alerts process.</p> <p>JS confirmed adoption of current Voluntary Code of Practice for 2023 season to enable continuity until HRO in force, but recognised conflict between advised passage for small craft outbound in N. Channel versus IRPCS Rule 9. This needs to be addressed.</p>	<p>SR</p> <p>A&amp;BC</p> <p>A&amp;BC</p>	<p>SR will check the distribution list to ensure all relevant parties are included.</p> <p>Comms team to go out to public group again and possibly review the email alerts process.</p> <p>Review current CoP and clarify preferred passage for outbound small craft.</p>	
4	<b>Member updates</b>			
	<p><b>CMAL</b> – Nothing to report.</p> <p><b>CFL</b> – Nothing to report.</p> <p><b>OCHDA</b> – OCHDA had issued a report to the group prior to the meeting , copy available here:  <a href="http://ochda.scot/wp-content/uploads/2022/10/OCHDA-Report-to-OBMG-Meeting-on-23_-Sep-22-Final.pdf">http://ochda.scot/wp-content/uploads/2022/10/OCHDA-Report-to-OBMG-Meeting-on-23_-Sep-22-Final.pdf</a>  and a presentation was given to the group based on this report.  OCHDA welcomed the introduction of a municipal port but emphasised the need for more local</p>			

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	<p>governance, however they noted some areas where clarity is sought:</p> <ol style="list-style-type: none"> <li>1. Possibility of incorporating current Code of Practice into Special Directions.</li> <li>2. Query regarding the omission of reference to Section 52 of the Harbour, Docks, and Piers Clauses Act 1847.</li> <li>3. Importance of ensuring that the new Harbour Board is self-sufficient. It was confirmed that the financial model is due to be looked at within this calendar year by A&amp;BC.</li> <li>4. The future role of OBMG when the Harbour Revision Order becomes active. It was noted that when the Harbour Advisory Committee becomes active, OBMG will wind up.</li> <li>5. Process for public consultation prior to the HRO submission.</li> <li>6. PH emphasized the widely held stakeholder concern over the proposed CalMac exemption from Special Directions, which is considered wholly unacceptable.</li> <li>7. Concerns over non-payment of Harbours Act Section 26 ship, passenger and goods dues by ferries were again aired. JS confirmed that financial model will include ferries paying “conservancy dues”.</li> </ol> <p>A&amp;BC welcomed the feedback, and it will be considered when all responses are received.</p> <p><b>NLB</b> – It was advised that there is an Irish vessel in the bay doing trials.</p>			

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	Oban Community Council - Nothing to report.			
<b>5</b>	<b>2022 Oban Bay leisure guide</b>			
	<p>It was agreed that the group will continue to issue the guide until the new Harbour Authority takes over.</p> <p>A&amp;BC to add to their website.</p> <p>A query was raised as to whether the translations of the leisure guide had been published.</p>	<p>JS</p> <p>MB</p>	<p>JS to arrange for leisure guide to be added to A&amp;BC website.</p> <p>MB to check if the translations have been published and if they can be added to the website.</p>	
<b>6</b>	<b>AOB</b>			
	<p>FG suggested that ISPS is considered as part of the HRO as it is an IMO requirement. Discussion was had regarding areas for consideration, including increasing the port security area. DMCH advised that any changes to statutory areas will impact on PSAs. KZ confirmed that security is not a devolved issue. It was agreed that ISPS consideration is raised with DfT colleagues.</p> <p>FG asked when report of the PMSC audit would be made available, as reported in the minutes of the meeting on 12<sup>th</sup> June 2022. It was determined that this was a minuting error. It was an MCA audit carried out on A&amp;BC's vessels.</p>	SM	SM to amend minutes of 12 <sup>th</sup> June 2022 to reflect this.	September 2022

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<b>7</b>	<b>Next meeting</b>			
	10 <sup>th</sup> November 11am			