

OBAN BAY – SINGLE HARBOUR AUTHORITY - UPDATE

1.0 EXECUTIVE SUMMARY

1.1 This report provides an update on work being progressed by Oban Community Harbour Development Association (OCHDA) towards establishing a trust port at Oban Bay.

1.2 OCHDA's over-arching plans still remain as follows:-

- The new 'trust port' will lease the Council's North Pier assets, possibly with a future purchase option.
- The Council's responsibilities as a 'Single Harbour Authority' (SHA) will be transferred to the new 'trust port'.
- The new 'trust port' will extend the SHA area to encompass the whole of Oban Bay, leaving the CMAL SHA nested within.

1.3 At the November 2020 meeting of the Oban Bay Management Group, OCHDA provided an update on progress made to date. Section 4.3 of this report lists progress which has been made over recent weeks.

1.4 Although there has been no formal submission from OCHDA re transfer of Council assets or responsibilities to date, it is clear that good progress has been made by OCHDA over recent weeks and this was acknowledged by OBMG at their recent meeting.

1.5 It is recommended that Members note and consider this report.

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2.0 INTRODUCTION

2.1 A report was presented to Members of the OLI Area Committee in September of this year outlining work being done by both the Oban Bay Management Group (OBMG) and Oban Community Harbour Development Association (OCHDA). This report provides a further update to Members.

3.0 RECOMMENDATIONS

3.1 Members are asked to note and consider this report.

4.0 DETAIL

4.1 At the last meeting of the OLI Area Committee, held in September 2020, Members were advised that OCHDA is proposing a transfer of the Council's existing powers and responsibilities in Oban Bay, including those around the North Pier, to the new Harbour Authority.

4.2 OCHDA's over-arching plans still remain as follows:-

- The new 'trust port' will lease the Council's North Pier assets, possibly with a future purchase option.
- The Council's responsibilities as a 'Single Harbour Authority' (SHA) will be transferred to the new 'trust port'.
- The new 'trust port' will extend the SHA area to encompass the whole of Oban Bay, leaving the CMAL SHA nested within.

4.3 At the November 2020 meeting of the Oban Bay Management Group, OCHDA provided the following update on progress made to date:-

- An application has been submitted to Crown Estates Scotland seeking financial support for 'appointing and training' a harbour board for the new Trust Port.
- Discussions with HIE are ongoing with regard to funding for a project officer.
- A sub-group has been set up to consider harbour limits.

- OCHDA have set up their own website- www.ochda.scot
- An article has been written for the Oban Times giving a brief history of Oban Bay.
- Further sub-groups have been set up to (a) work on a business case for the Trust Port, (b) deal with fundraising and PR, and (c) work with legal advisors on both the Harbour Order and liaison with the Council regarding the transfer of Council assets (it is envisaged that this will initially be on a leased basis).
- CMAL have provided OCHDA with updated vessel movements for 2020; OCHDA will require the same from the Council and NLB in order to be able to evaluate viability etc.
- Consultation exercise on harbour limits has commenced and is to be complete by 11 December 2020.
- Draft Harbour Order to be ready by early next year pending discussions with the Council.
- OCHDA's legal team has held preliminary discussions with Crown Estates Scotland's managing agents about the proposed harbour area etc.

4.4 Although there has been no formal submission from OCHDA re transfer of Council assets or responsibilities to date, it is clear that good progress has been made by OCHDA over recent weeks and this was acknowledged by OBMG at their recent meeting.

4.5 As previously intimated, Council officers have requested that OCHDA produce a business plan and programme indicating key milestones; this information is still awaited, however, OCHDA has intimated that they will soon be in a position to engage with Council officers.

5.0 CONCLUSION

5.1 Liaison between Council Officers, OBMG and OCHDA continues regarding a single harbour authority in Oban. Much work remains to be done by OCHDA but progress is being made.

6.0 IMPLICATIONS

6.1 Policy - None

6.2 Financial – The financial impacts cannot be assessed until the preferred option has been identified and protected provisions agreed upon.

6.3 Legal – Any agreement with OCHDA must ensure that the Council's areas of responsibility are protected.

6.4 HR – None

6.5 Fairer Scotland Duty

6.5.1 Equalities / Protected Characteristics None directly arising from this report

6.5.2 Socio-economic Duty None directly arising from this report

6.5.3 Islands See risk below

6.6 Risk – Advice from the OBMG is that ‘to do nothing’, given concerns over safety at Oban Bay, is not an option worthy of consideration.

6.7 Customer Service – None.

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