

**MINUTES of MEETING of ARGYLL AND BUTE HARBOUR BOARD held via MICROSOFT TEAMS  
on THURSDAY, 2 DECEMBER 2021**

**Present:** Councillor Rory Colville (Chair)

Councillor Robin Currie	Councillor Alan Reid
Councillor John Armour	Councillor Richard Trail
Councillor Jim Lynch	Councillor Andrew Vennard
Councillor Alastair Redman	

**Also Present:** Councillor Elaine Robertson  
Councillor Jamie Mcgrigor  
Councillor Mary-Jean Devon

**Attending:** Kirsty Flanagan – Executive Director of Development & Infrastructure Services  
Douglas Hendry – Executive Director of Customer Services  
Jim Smith – Head of Roads and Amenity Services  
David Logan – Head of Legal & Regulatory Support  
Scott Reid – Marine Operations Manager  
Stuart McLean – Committee Manager

**1. APOLOGIES FOR ABSENCE**

There were no apologies for absence intimated.

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest intimated.

**3. OBAN BAY OPTIONS APPRAISAL**

**(a) Presentation by Caledonian Economics**

The presentation was made as part of item 3(b) as detailed in this minute.

**(b) Report by Executive Director with responsibility for Roads and Infrastructure Services**

The Executive Director of Development and Infrastructure Services spoke to correspondence received from stakeholders and provided response to points raised.

Consideration was then given by the Board to a report and a presentation from Caledonian Economics which provided detail on the options appraisal which was undertaken regarding the future management of Oban Bay.

**Decision**

The Argyll and Bute Harbour Board:

1. thanked Caledonian Economics for their work on the Options Appraisal;
2. agreed that the Council would not at this time proceed with a transfer of assets on the basis that there were too many uncertainties around the proposal;

3. noted that Options 4 or 5 (Argyll and Bute Council or Caledonian Maritime Assets Limited (CMAL) becoming the Harbour Authority for the unmanaged section of Oban Bay) provides a quicker route to addressing the current safety concerns and are therefore the best options available at this time;
4. agreed that either Options 4 or 5 should move forward and request that Officers engage with CMAL, through the OBMG, on the basis that the Council's preference would be option 5 and that the Council was prepared to be the Harbour Authority for the unmanaged section of Oban Bay, to begin the process of application for a Harbour Revision Order covering the unmanaged section of Oban Bay and to expedite the process for such an order and to report back to members on that process;
5. noted that there was no inherent reason why a Trust Port would not be a good future option; and
6. agreed that once Options 4 or 5 were delivered there would be a period of bedding in to monitor the new arrangement and, after that time, there would be a further report to members on the potential for and exploration of the future development of a Trust Port.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated November 2021, submitted)

\* **4. PIERS & HARBOURS - MARINE ASSET MANAGEMENT PLAN FEES & CHARGES 2022 / 2023**

The Board considered a report that proposed an increase in fees and charges for the forthcoming financial year 2022/2023, in order to meet the requirements for the Argyll and Bute Council Asset Management Plan.

**Decision**

The Argyll and Bute Harbour Board:

1. agreed to recommend to the Council, when setting the fees and charges for 2022 / 2023 that it approved an increase to piers and harbours fees and charges, over and above any inflationary increase, of 5% to generate sufficient income to develop the Council's marine infrastructure;
2. noted that this was in line with the motion passed at the Harbour Board meeting held in December 2020 which presented a stepped "proposed increase to allow smoothing" over a 10 year period; and
3. agreed that the asset management plan would continue to be updated on a rolling 10 year basis.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated November 2021, submitted)