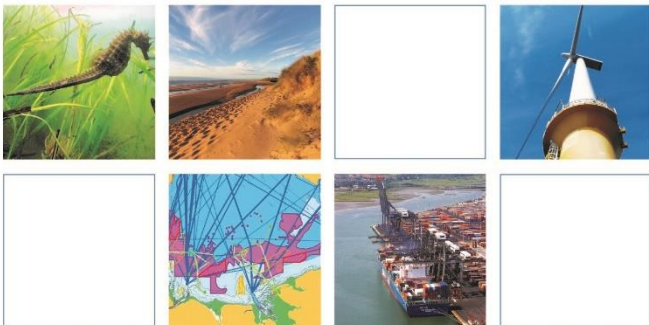




Oban Bay Management Group (OBMG)

19 July 2023

ABPmer and Argyll & Bute Council



Reasons Why the Council are progressing a HRO

- To ensure safety can be maximised in the bay
- To support the users of Oban Bay
- To ensure that a sustainable model can be operated
- To promote Oban economically



Council Harbour Board Decisions

- 2021 meeting agreed to progress an MHA (subject to agreement with CMAL who were previously the Council's preferred body for a HA).
- Over the course of 2022/23 the council:
 - Confirmed agreement with CMAL
 - Produced a delivery plan
 - Carried out an extensive informal consultation
 - Carried out a comprehensive NRA
 - Drafted a Harbour Revision Order (HRO)
- In December 2022 Argyll and Bute Harbour Board agreed for a draft HRO to be submitted to Transport Scotland (TS).
- December 2022 the HRO was submitted to TS and positive dialogue has been taking place since.



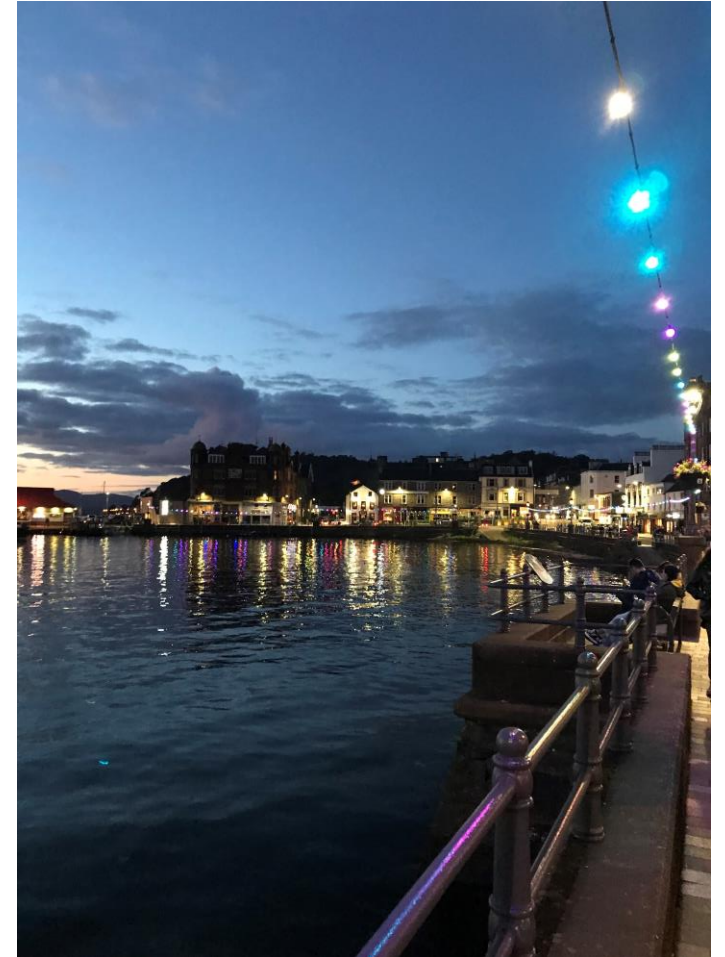
Overview of the Marine Team

- The Council's marine team operates 39 piers and harbours and 4 ferry services. The team have an extensive range of skills and experience including:
 - Ex fishermen,
 - Lifeboat crew,
 - Master mariner – unlimited master's certificate,
 - Boat masters,
 - Commercial leisure skippers,
 - MCA qualified oil spill team,
 - Numerous RYA certificate holders etc.
- The marine team are supported by an engineering design team, an extensive multi professional back office and various consultants and specialists.



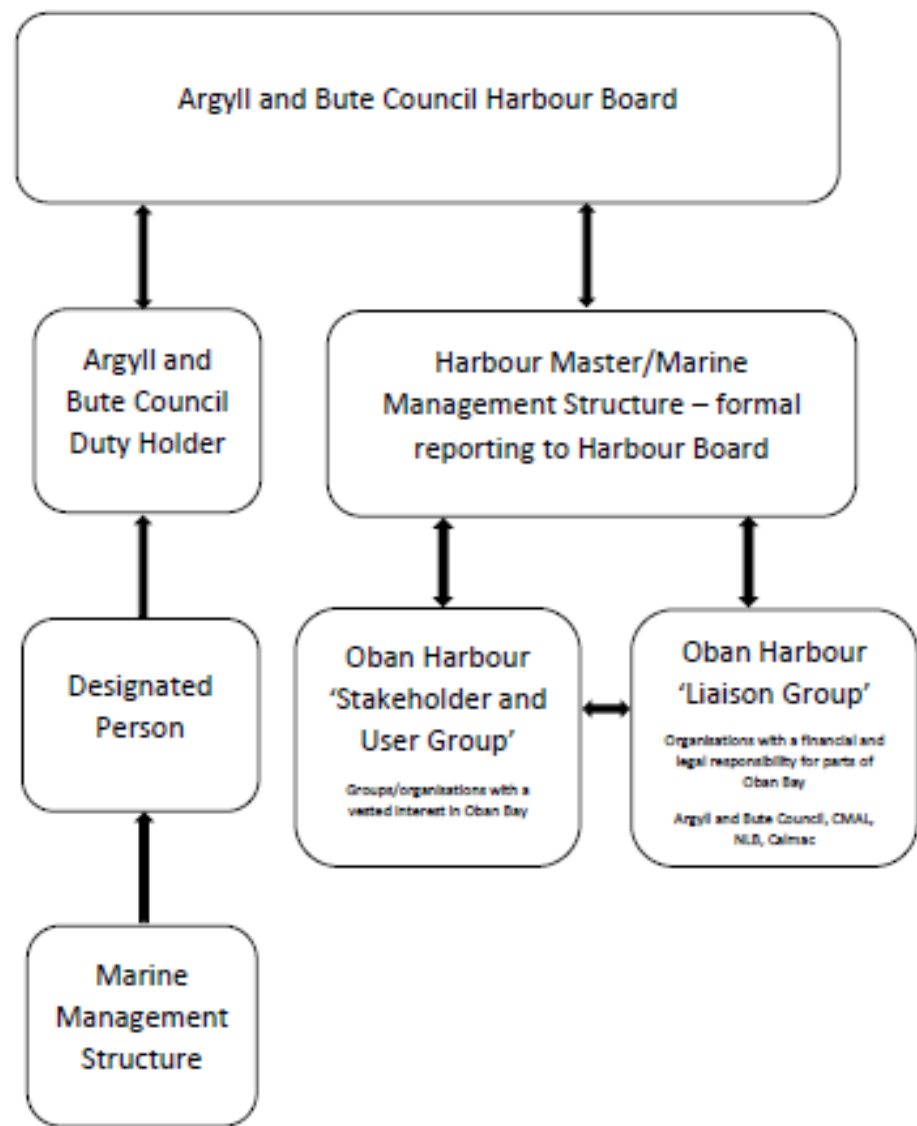
Consultative Arrangements for the Municipal Harbour Authority

- One of the key objectives of operating a safe Harbour Authority is to ensure good communication. We have developed ToR for 2 groups in line with the PMSC:
 - Group 1 – all stakeholders including dependant islands (Mull, Coll, Tiree, inner islands, Colonsay, Islay, Western Isles etc), fishing community, leisure users, cruise companies, commercial users, groups, clubs etc.
 - Group 2 – those organisations with a legal and financial responsibility for parts of Oban Bay



Consultative Arrangements

Schematic illustration of governance arrangements

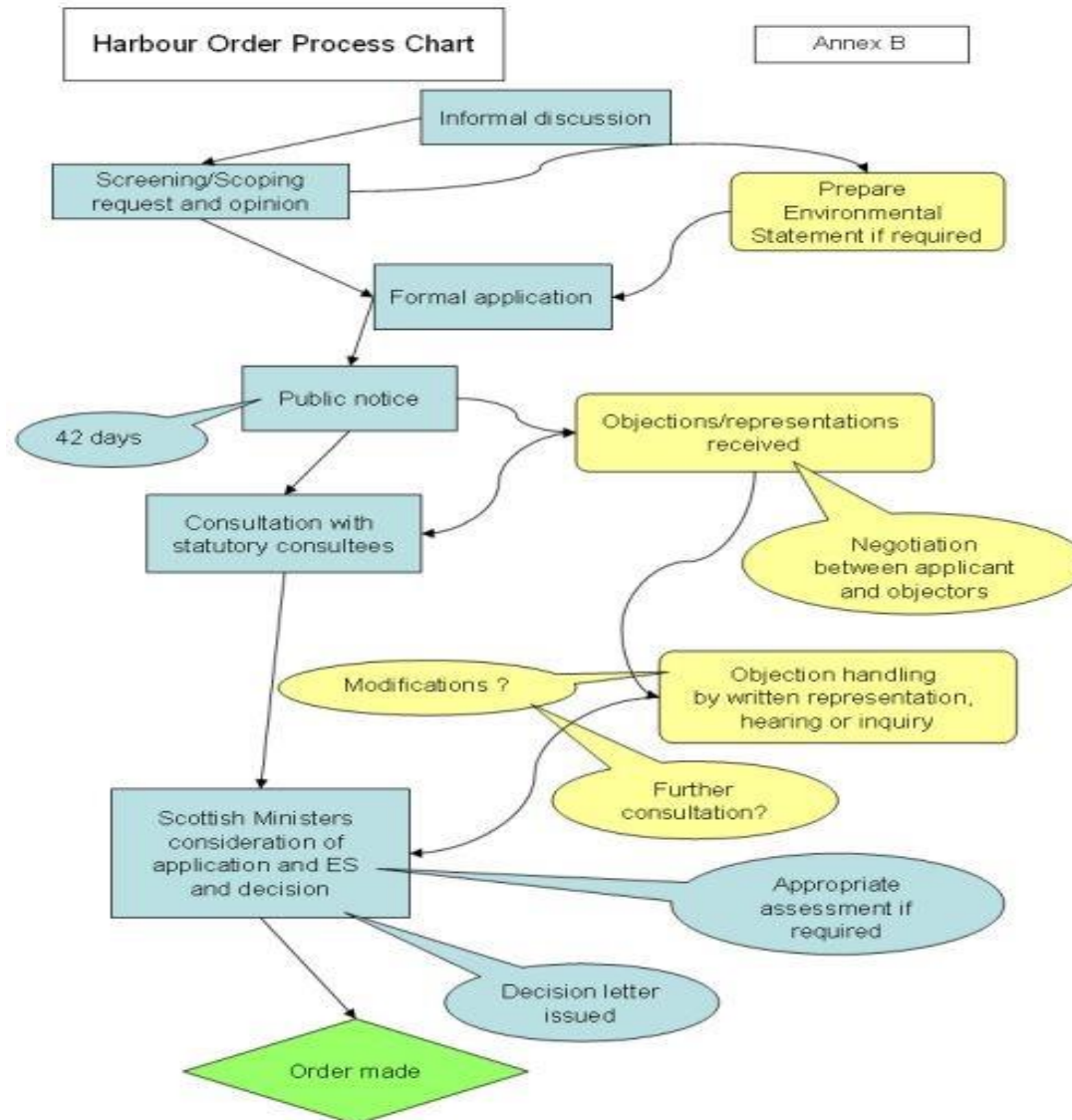


What will change in the Bay

- Not a lot for the majority of users.....
- Extended working day for Harbour Master's team
- Additional assistant Harbour Masters
- Conservancy charges for larger vessels
- Ability to enforce the informal code of conduct and any NTMs, etc.

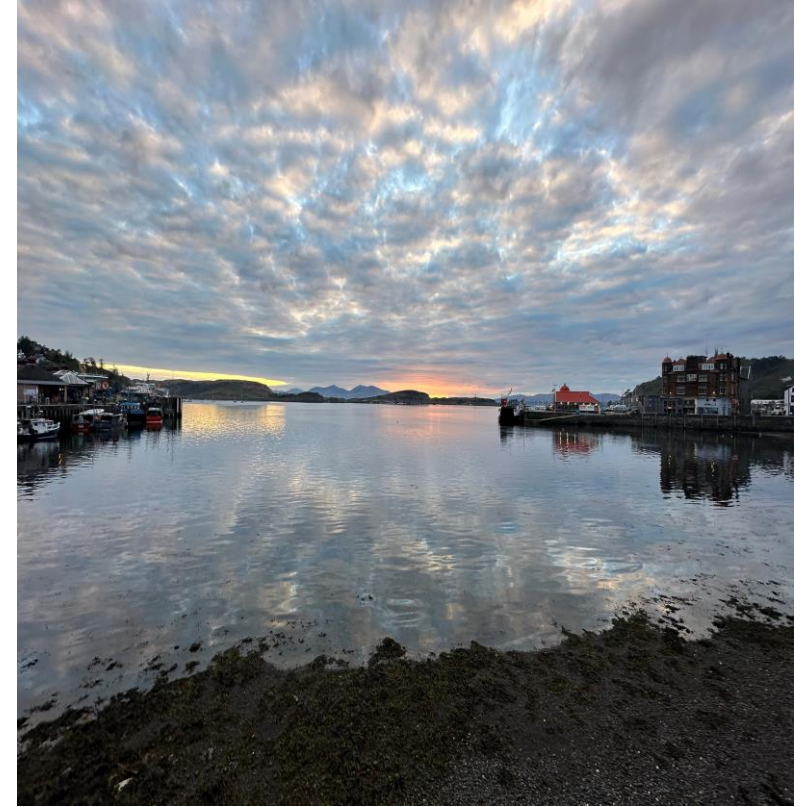


Transport Scotland HRO process



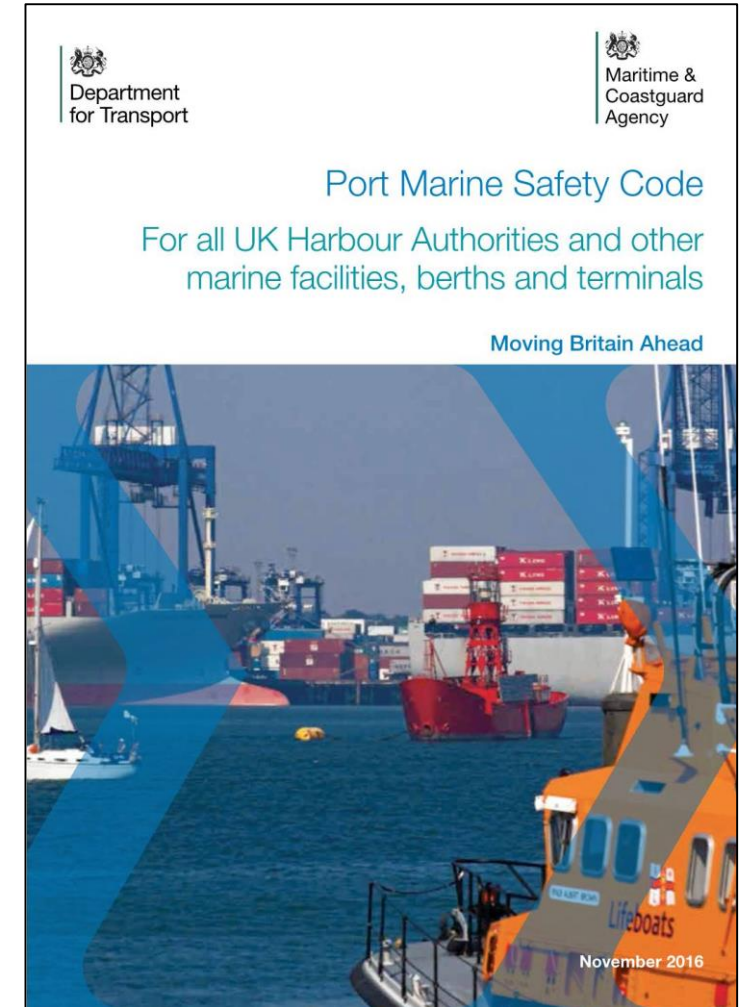
Next Steps

- Transport Scotland to confirm final HRO for consultation process
- Commence statutory 42 day consultation process
- Response to any representation received
- Ministers either make the Order or hold an inquiry
- CCTV system and work boat in place
- Staff Training
- Extended MSMS
- Go Live



Port Marine Safety Code: Update

- The Code
 - The PMSC is the UK national standard for every aspect of port marine safety
 - The current version of the Code is Nov 2016
 - The Department for Transport (DfT) is planning to issue a revised version in Aug for consultation – with finalisation in Sep/Oct
- The next UK wide Compliance Exercise for reporting to the Maritime and Coastguard Agency is March 2024



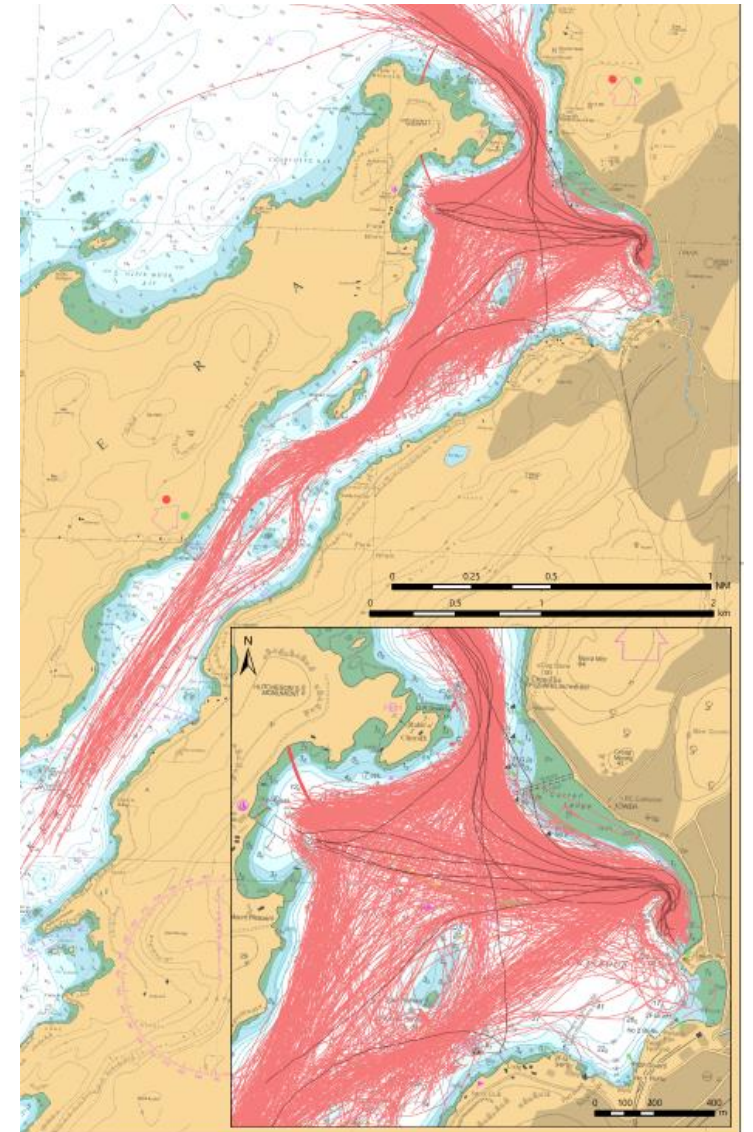
Review of powers and jurisdiction

- The Port Marine Safety Code requires “ Harbour Authority to keep its **powers** and **jurisdiction** under review and take account of the various mechanisms, such as harbour orders, which are available to amend statutory powers in an authority’s local legislation ”
- At Oban
 - The Harbour Revision Order and modernisation of Act/Order wording satisfies this requirement

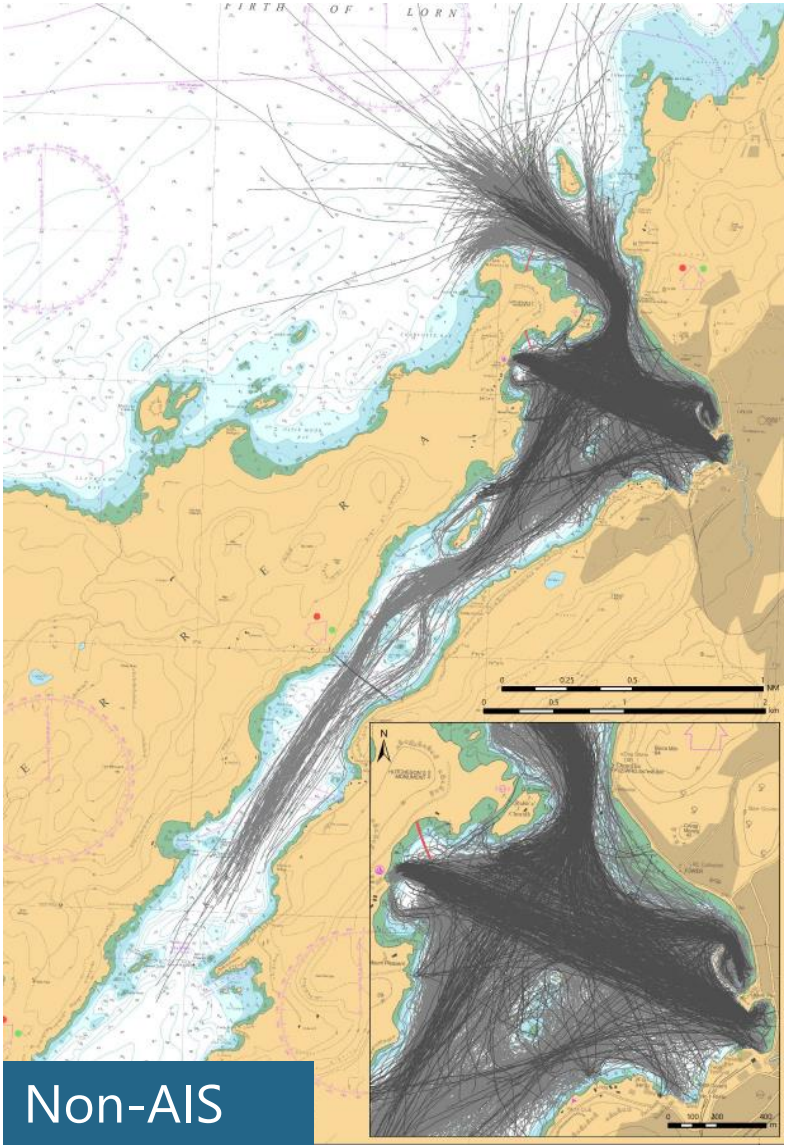
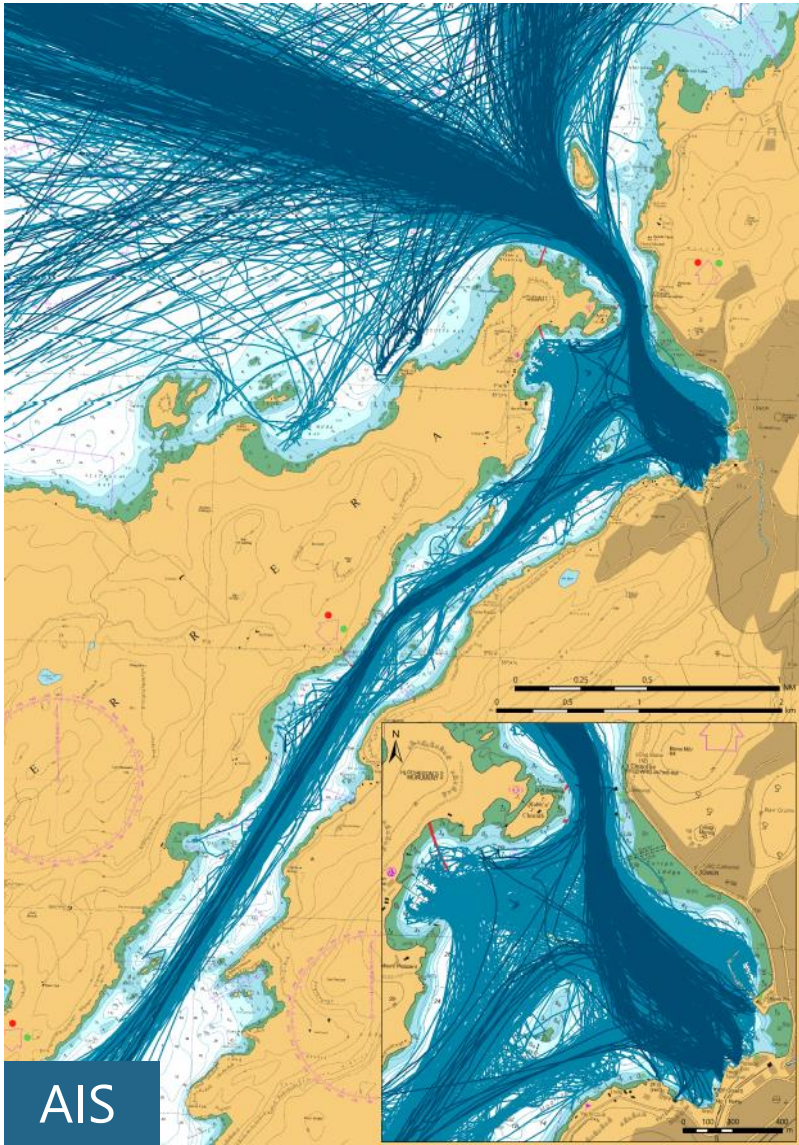
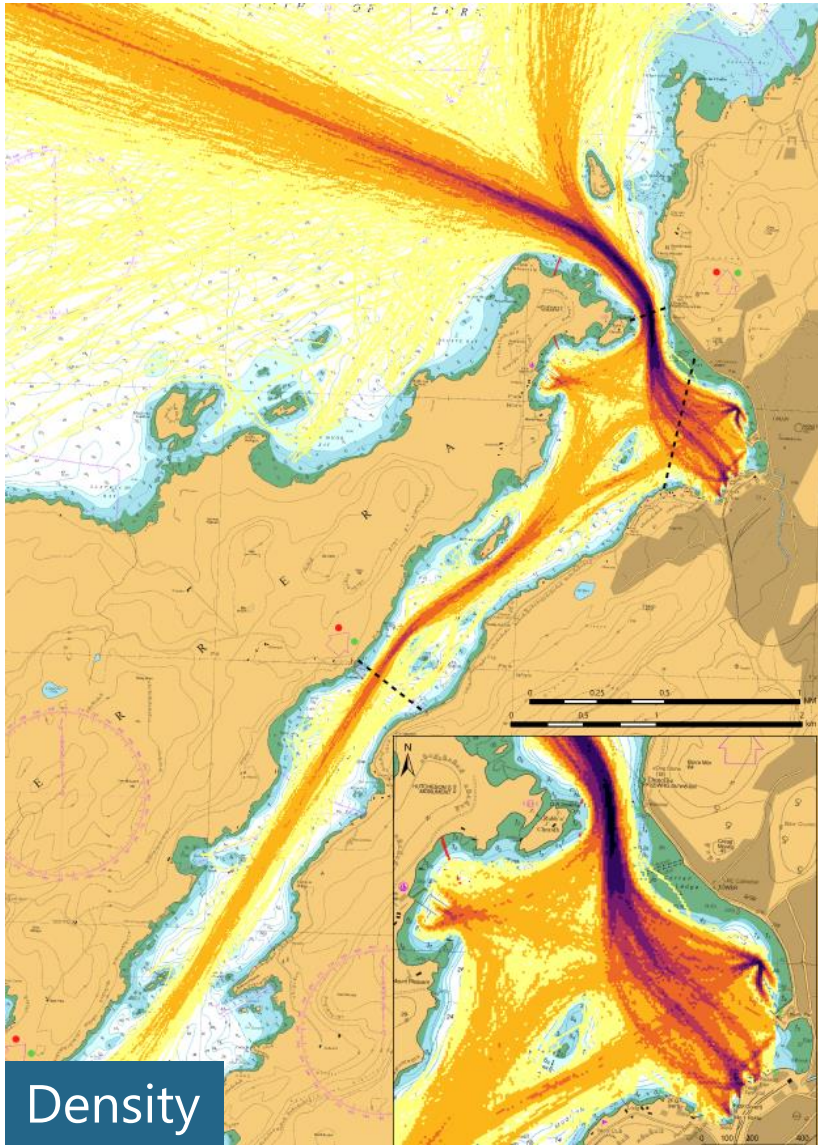


Oban Bay: Navigational Risk Assessment

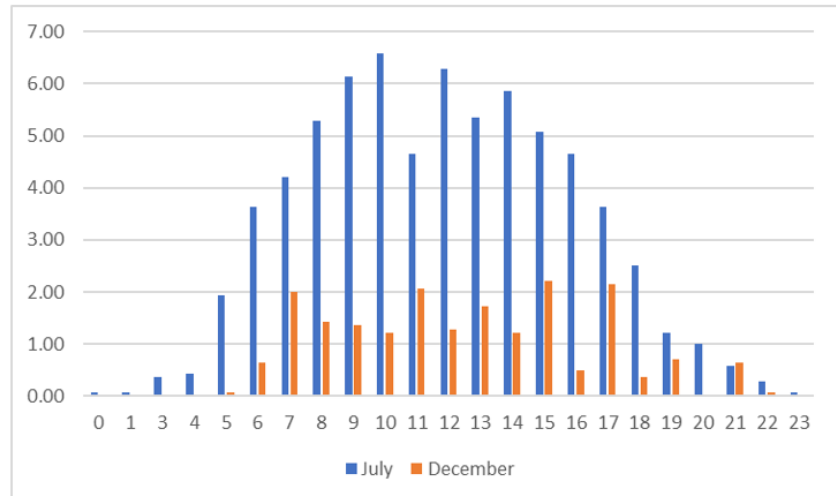
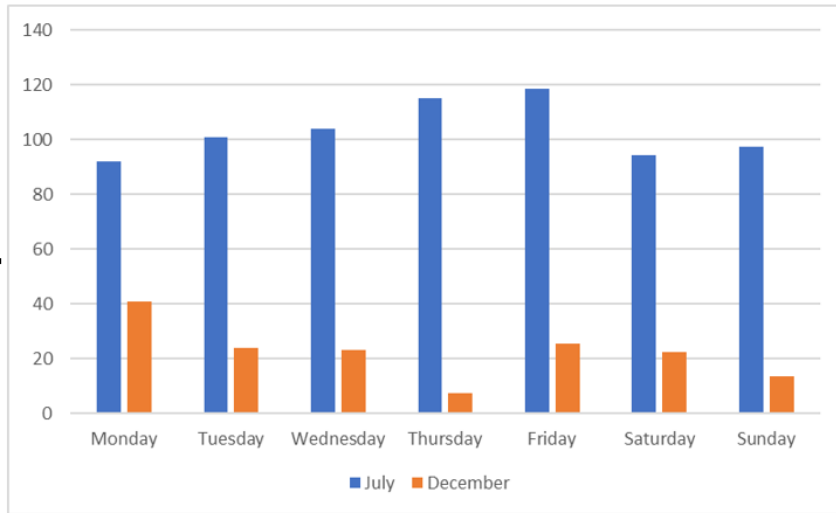
- The Harbour Revision Order (HRO) process requires an assessment of risk – as part of the supporting information
- The NRA is reviewed by the **Maritime and Coastguard Agency**, on behalf of Transport Scotland
- To underpin assessments, there is a requirement to present vessel traffic information (as outlined in the Marine Guidance Note, 654)
 - Summer survey of 14 days in a busy period
 - Winter survey of 14 days in a quiet period



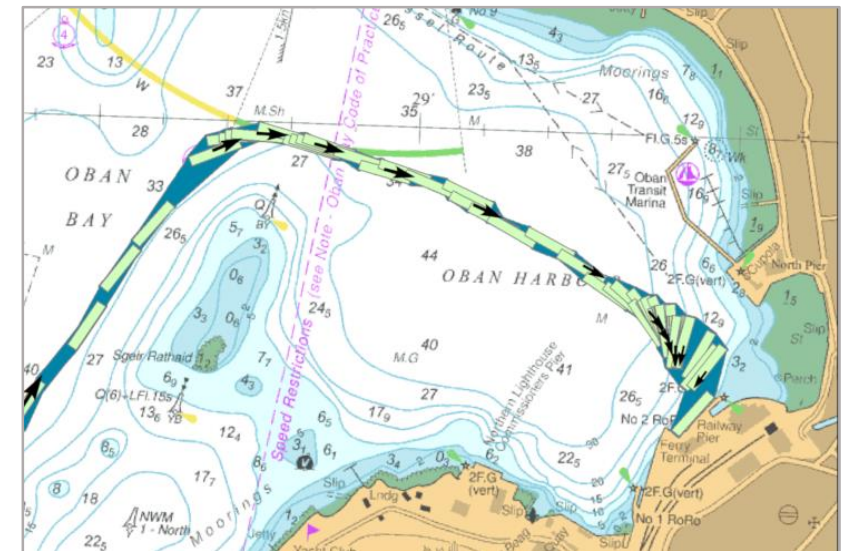
Vessel Traffic Survey 2022



Vessel Traffic Analysis



- AIS traffic:
 - 52% CalMac
 - 34% Yacht/power
 - 5% Cargo
 - 9 % Other
- Non-AIS traffic:
 - 26% Local ferry
 - 22% Yachts
 - 20% Power boats
 - 13% RIBs
 - 10% Fish farm
 - 5% Fishing
 - 4% Other



Oban Bay: Navigational Risk Assessment

- A hazard identification workshop was conducted onsite with local stakeholder in September 2022
- Consultation was carried out with harbour users:
 - CalMac
 - Kerrera Marina
 - Oban Community Berthing
 - Sea Kayak Oban
 - Argyll Sea Tours
 - Oban Sea Tours
 - Hebridean Island Cruises
 - Hebrides Cruises
 - Inverlussa Marine
 - Majestic Line
 - Oban Sailing Club
 - Scottish Salmon Company
 - RNLI
 - Migdale Transport
 - North West Marine
 - Ocean Farm Services
 - Coastal Connections
 - Scottish Sea Farms
 - Fergusson Shipping

Oban Bay: Navigational Risk Assessment

- 37 Hazard Scenarios were assessed
- The NRA concluded 35 future marine risk controls
 - Some were new controls
 - Harbour patrols, vessel traffic management, general directions, speed restrictions, etc.
 - Others were existing controls, applied to a larger harbour area
 - Emergency response, CCTV, HM directions, etc.
- Harbour limits were concluded following a review of traffic density and transit routes
- Following implementation of the controls, the assessment considered the risks to be ALARP

Hazard Category	Hazard Scenario	Current Risk	Future Risk
Marine Pollution	Marine pollution from bunkering spill, marine incident or deliberate act	Hig	Mod
Collision	Two commercial vessels collide	Hig	Neg
Collision	Seaplane (landing) collision with small vessel (yacht/RIB/Power/paddle craft)	Sig	Low
Collision	Recreational (power or sail) craft with large vessel (ferry, cruise, cargo, fishing)	Sig	Neg
Fire/Explosion	Fire on commercial vessel alongside	Sig	Low
Collision	Tendering operation from anchored cruise vessel to shore disembarkation	Sig	Neg
Other	Helicopter blade strike with vessel superstructure on take-off/landing	Sig	Low
Marine Pollution	Marine pollution from environment run off	Sig	Mod
Other	Small vessel gets entangled in creel pot's lines	Sig	Low
Air Pollution	Air Pollution	Sig	Mod
Accident to personnel	Recreational diving incident	Sig	Low

Thank you for listening

Monty Smedley

Designated Person (PMSC) Argyll and Bute Council

Designated Person: DP.ABC@abpmer.co.uk

www.portriskmanagement.com

Innovative thinking, sustainable solutions

