

RECORD OF A MEETING BETWEEN
OBAN COMMUNITY HARBOUR DEVELOPMENT ASSOCIATION
AND ARGYLL & BUTE COUNCIL
HELD ON 11 FEBRUARY 2021 BY TELECONFERENCE

Present:

Tony Bennett (TB)	OBSG
Ross Wilson (RW)	OCHDA
Jim Smith (JS)	A&BC Head of Roads and Infrastructure Services
Stewart Clark (SC)	A&BC Head of Ports

1. The meeting was held by dial in teleconference from 0910 to 0950.
2. Referring to the JS letter of 26 Jan 21, TB sought clarification on its intent quoting its second paragraph final sentence: “Whether, how and on what basis that single harbour authority should be established and operates at this point, remains to be seen, and I am sure will be the subject of future discussions”. He referred to the A&BC/OCHDA meeting held on 12 Nov 19 at which Pippa Milne, then executive Director with responsibility for Roads and Infrastructure, stated: “In principle supported formation of a Trust Port; she thought the Harbour Board (HB) was sympathetic to this approach”; and “OCHDA should press on with producing a Harbour Order”. TB also said that OCHDA had followed A&BC advice in contacting David Rennie for advice on asset transfers who had recommended that OCHDA should submit an Expression of Interest.
3. Principal Outcomes:
 - a. The catalyst for the JS letter was circulation of the OCHDA Project Plan.
 - b. A&BC has no official position on a single harbour authority for Oban Bay [sic], but recognised the status quo is not viable.
 - c. JS confirmed that the process to be followed is: OCHDA Business Case > A&BC Option Appraisal > A&BC Risk Assessment > A&BC Council approval at appropriate level. The adopted solution must be best for A&BC, Oban Town, and other stakeholders including TS, NLB, CMAL.
 - d. JS agreed that the lease route would be more straightforward than asset transfer, particularly as the former may only require Harbour Board approval. Whilst a lease may be more straightforward, TB suggested that OCHDA should only do sufficient to get the Harbour Authority up and running. The Harbour Board could then produce a more comprehensive Business Plan together with a Corporate Plan

which might cover (say) a period of up to 20 years; it would be up to the Harbour Authority to decide whether or not to proceed with an asset transfer.

e. JS agreed to draft an MOU by 19 Feb 21 for OCHDA input and consideration. This would include the scope of the business case that the council require OCHDA to demonstrate, together with clarification of the procedures which apply within the Council.

f. All agreed to restrict circulation of communications until content was jointly agreed by A&BC and OCHDA. JS and SC would be A&BC principal pocs, noting that SC retires at end Mar 21.

g. JS agreed to seek provision of financial information for the North Pier and Pontoons up to Dec 20 at least, noting that A&BC finance did not normally report in-year numbers.

h. TB agreed to send JS a copy of the OCHDA record of the A&BC/OCHDA meeting held on 12 Nov 19.

i. SC clarified timeframes for producing reports: start point is 2.5 months in advance to A&BC Executive Director (Kirsty Flanagan). It was agreed A&BC could speed up its responses to OCHDA. Harbour Board papers are required 2 weeks in advance; verbal updates can be provided to the Board on information received after that date.

Ross Wilson
Meeting Sec, OCHDA

2 March 2021