

MEETING HB/OLI AC/OCHDA ON 3 AUGUST 2021

OCHDA OUTLINE PRESENTATION

Intro - TB

Progress to date - PH/RW/TB

- Harbour limits consensus
 - public and stakeholder consultation over Harbour extents
 - broad agreement with all communities
- Governance structure, and recruitment and selection process
 - Following Scottish Government requirements, and with British Ports Association support and guidance, a proposed Board structure with details of recruitment processes has been agreed
- Draft Harbour Revision Order prepared
 - a draft HRO is waiting for the sections relating to A&BC to be completed before we can formally move on.

Financial viability and vessel movements analysis - TB

(Key supporting information paper is attached)

Why the Trust Port option is the best for Oban - PH/RW

- Earlier option appraisal in detail (2013-4) by Fisher Associates (single sheet extract is attached), re:
 - CMAL option (Option 4, 2 SHAs)
 - Municipal option (Option 3, 2 SHAs)
 - Trust Port option (Option 5, single SHA or option 6, 3 SHAs)
- **See updated option appraisal attached**
- Additional strengths:
 - Single focus – Oban Harbour is the sole priority for the Harbour Authority
 - to operate, promote & improve harbour
 - innovative & forward-looking
 - Independent with stakeholder engagement
 - Stakeholder 'benefit' (no other calls upon operating surplus)
 - Long-term planning
 - linked with A&BC & Scottish Gov't strategies, e.g. transport, renewables
 - Access to capital grant funding programmes (e.g. CES, HIE)
 - Trust Port updated option based on simplicity, economy & effectiveness

Key issues – PH/RW/TB

- Decision in principle to support Trust Port based on North Pier
- Negotiation over lease
- Fundraising for start-up phase/transition
- Consultation and submission of Harbour Revision Order (funding is in place)
- Implementation of Trust Port