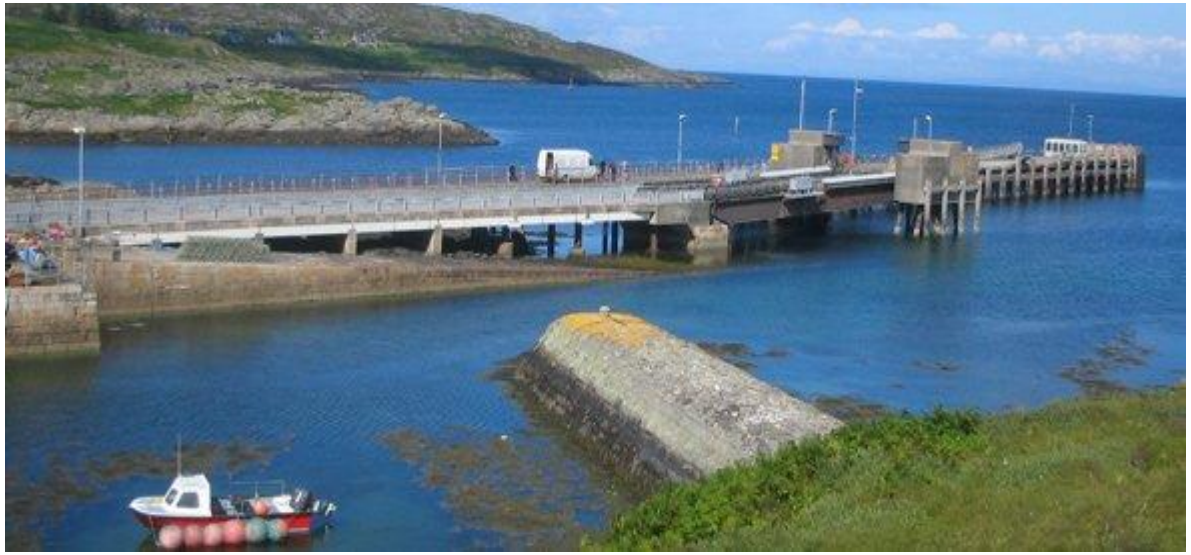


Colonsay

Harbour User Consultative Form – 13/11/2025

CALMAC HARBOURS

Caledonian MacBrayne
Hebridean & Clyde Ferries

Harbour Authority & Harbour Operator

CALMAC HARBOURS

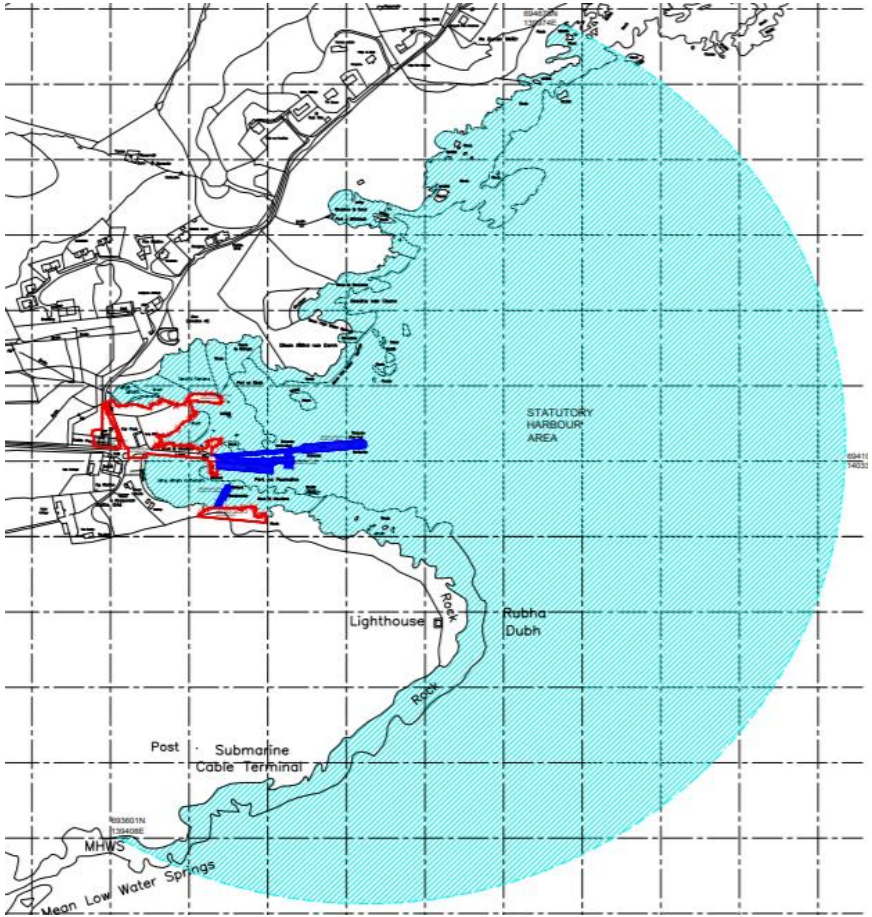
- **Caledonian Maritime Assets Ltd (CMAL):**
  - Statutory Harbour Authority and Asset Owner

- **CalMac Ferries Ltd (CFL):**
  - Ferry Operator under CHFS; and
  - Harbour Operator under the **Harbour Operating Agreement (HOA)** to CMAL

- **CMAL delegate the vast majority of the operation of the Harbour to CFL under the HOA.** However CMAL retain responsibility for:

Conservancy	*AtoNs*	*Dredging*
Wrecks	*Dangerous Vessels*	*Vessel Detention*
Bathymetric Surveys	*Issuing NtMs*	

Statutory Harbour Area @ Colonsay



- Colonsay accepts international ships with the Port Facility complying with International Ship & Port Facility Security (ISPS) Regulations;
- Cruise ships up to 100m LOA, 4.0m draught, can be accommodated at times when the pier is not required by the CFL ferry service Larger vessels will be reviewed on a case by case basis.
- Commercial vessels wishing to use Colonsay Harbour must ensure that any operations do not interfere with timetabled ferry services;
- There are no moorings within the harbour limits;
- There are no pontoons within the harbour limits;
- Yachts are regular users of the harbour. Yachts are requested to ensure that ferry approaches to the pier are kept clear at all times.

Harbour Information & Links

CALMAC HARBOURS

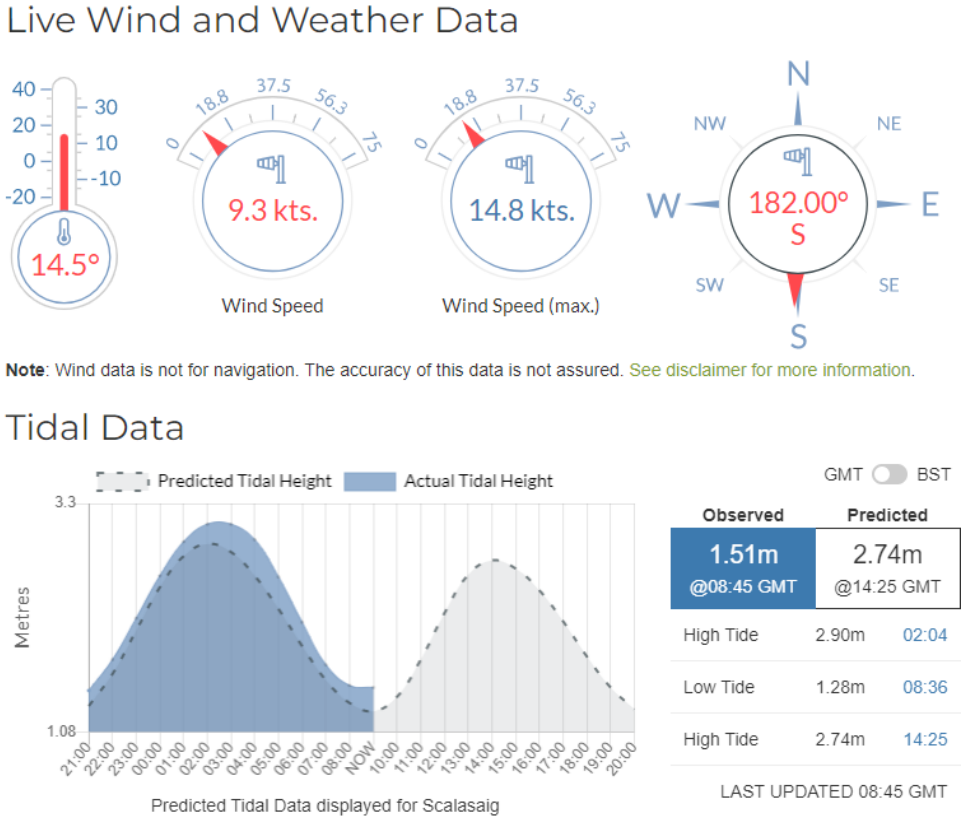
https://www.cmassets.co.uk/

- Terms and Conditions of Harbour Use
- Schedule of Harbour Charges
- Current Notices to Mariners
- CCTV System Privacy Notice
- Port Marine Safety Policy Statement
- Harbours Enforcement and Prosecution Policy
- Navigational Safety, Pilotage & Towage Policy
- Marine Conservancy Policy

Harbour Information & Links

https://www.cmassets.co.uk/location/colonsay-scalasaig/

Live environmental data



Harbour Information Available

The Following Information is available on request:

- **Bathymetric Survey** of the Port – Request from Port Manager/Supervisor;
- **Topographical Survey** of the Port – Request from Port Manager/Supervisor;
- **Vessel Arrival Booking Process** – also available via the CalMac Harbours Website;
- **Workboat Checklist** – also available via the CalMac Harbours Website;
- **Harbour User Consultative Forums** – also available via the CalMac Harbours Website

https://www.calmac.co.uk/harbours/

Health, Safety & Environmental Issues

CALMAC HARBOURS

- Current Issues:
  - No navigational Concerns, Accidents or Near Misses have been raises since the last meeting.
  - Colonsay Anchorage Position Change (NTM 25/22)

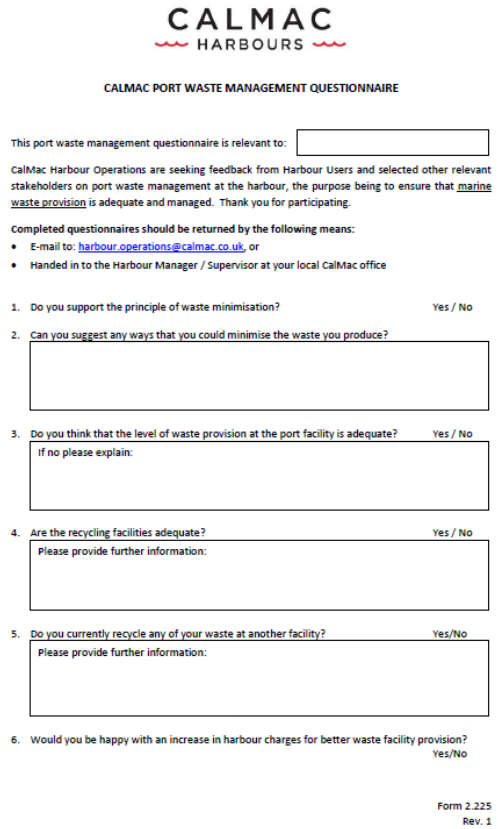
  New Position; LAT 56° 04.24'N LONG 006° 10.73'W
  - Temporary buoy in position 56° 04.166'N 006° 11.000'W

Port Waste Management Questionnaire

- Purpose is to seek feedback from Harbour Users and selected other relevant stakeholders on port waste management at the harbour, the purpose being to ensure that marine waste provision is adequate and managed;

- Please complete & return your questionnaires to;

  harbour.operations@calmac.co.uk



CALMAC HARBOURS

CALMAC PORT WASTE MANAGEMENT QUESTIONNAIRE

This port waste management questionnaire is relevant to: ☐

CalMac Harbour Operations are seeking feedback from Harbour Users and selected other relevant stakeholders on port waste management at the harbour, the purpose being to ensure that marine waste provision is adequate and managed. Thank you for participating.

Completed questionnaires should be returned by the following means:

- E-mail to: harbour.operations@calmac.co.uk, or
- Handed in to the Harbour Manager / Supervisor at your local CalMac office

1. Do you support the principle of waste minimisation? Yes / No
2. Can you suggest any ways that you could minimise the waste you produce?
3. Do you think that the level of waste provision at the port facility is adequate? Yes / No
   If no please explain:
4. Are the recycling facilities adequate? Yes / No
   Please provide further information:
5. Do you currently recycle any of your waste at another facility? Yes/No
   Please provide further information:
6. Would you be happy with an increase in harbour charges for better waste facility provision? Yes/No

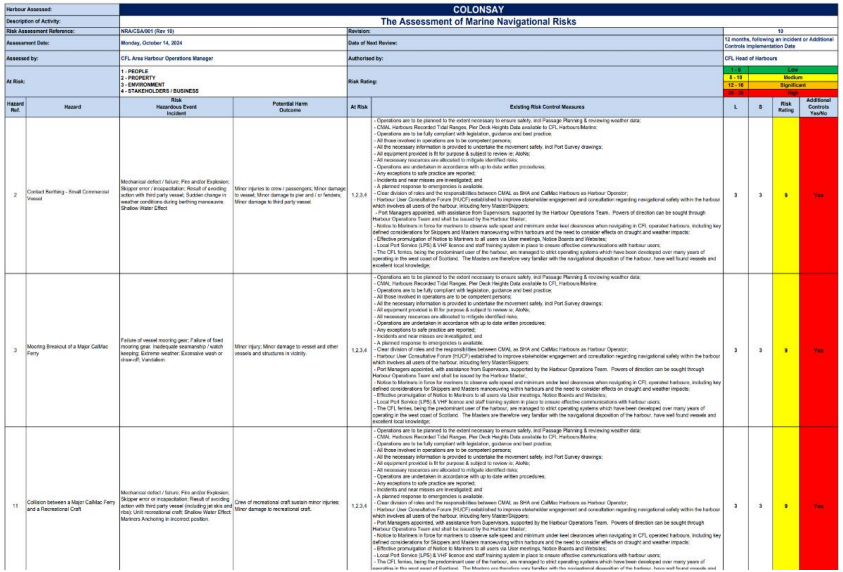
Form 2.225
Rev. 1

Navigational Safety

- CFL maintain a live Navigational Risk Assessment (NRA) which is the very basis of the safe management of the harbour;
- The NRA is aimed at recording our assessment of all navigational hazards and identifying measures to reduce risk to an acceptable level.

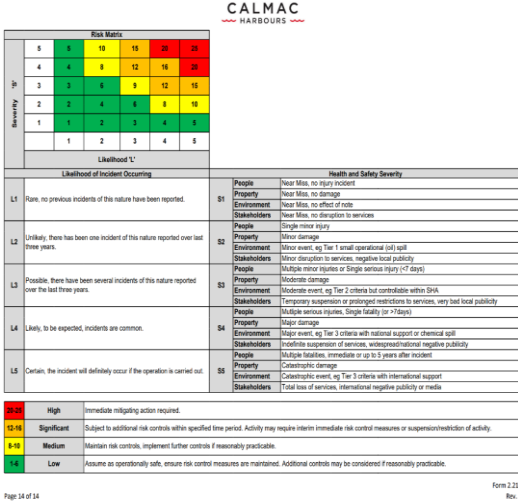
Top three ranked hazards;

1. Contact Berthing – Major CalMac Ferry;
2. Contact Berthing – Small Commercial Vessel
3. Mooring Breakout of a Major CalMac Ferry



COLONSAY
The Assessment of Marine Navigational Risks

Harbour Assessed:	COLONSAY								
Description of Activity:	The Assessment of Marine Navigational Risks								
Risk Assessment Reference:	NRA/CSA/001 (Rev 10)		Revision:	10					
Assessment Date:	Monday, October 14, 2024		Date of Next Review:	12 months, following an incident or Additional Controls implementation Date					
Assessed by:	CFL Area Harbour Operations Manager		Authorised by:	CFL Head of Harbours					
At Risk:	1 - PEOPLE 2 - PROPERTY 3 - ENVIRONMENT 4 - STAKEHOLDERS / BUSINESS		Risk Rating:	1 - 11 Low 12 - 16 Medium 17 - 25 Significant					
Hazard Ref.	Hazard	Risk: Hazardous Event Incident	Potential Harm Outcome	At Risk	Existing Risk Control Measures	L	S	Risk Rating	Additional Controls Yes/No
2	Contact Berthing - Small Commercial Vessel	Mechanical defect / failure; Fire and/or Explosion; Skipper error / incapacitation; Result of avoiding action with third party vessel; Sudden change in weather conditions during berthing manoeuvre; Shallow Water Effect	Minor injuries to crew / passengers; Minor damage to vessel; Minor damage to pier and / or fenders; Minor damage to third party vessel.	1,2,3,4,	- Operations are to be planned to the extent necessary to ensure safety, incl Passage Planning & reviewing weather data; - CMAL Harbours Recorded Tidal Ranges, Pier Deck Heights Data available to CFL Harbours/Marine; - Operations are to be fully compliant with legislation, guidance and best practice. - All those involved in operations are to be competent persons; - All the necessary information is provided to undertake the movement safely, incl Port Survey drawings; - All equipment provided is fit for purpose & subject to review in; Ashtc; - All necessary resources are allocated to mitigate identified risks; - Operations are undertaken in accordance with up to date written procedures; - Any exceptions to safe practice are reported; - Incidents and near misses are investigated; and - A planned response to emergencies is available. - Clear division of roles and the responsibilities between CMAL as BHA and CalMac Harbours as Harbour Operator; - Harbour User Consultative Forum (HUCF) established to improve stakeholder engagement and consultation regarding navigational safety within the harbour which involves all users of the harbour, including ferry Master/Skippers; - Port Managers appointed, with assistance from Supervisors, supported by the Harbour Operations Team. Powers of direction can be sought through Harbour Operations Team and shall be issued by the Harbour Master; - Notice to Mariners in force for mariners to observe safe speed and minimum under keel clearances when navigating in CFL operated harbours, including key defined considerations for Skippers and Masters manoeuvring within harbours and the need to consider effects on draught and weather impacts; - Effective promulgation of Notice to Mariners to all users via User meetings, Notice Boards and Websites; - Local Pilot Service (LPS) & VHF licence and staff training system in place to ensure effective communications with harbour users; - The CFL forties, being the predominant user of the harbour, are managed to strict operating systems which have been developed over many years of operating in the west coast of Scotland. The Masters are therefore very familiar with the navigational disposition of the harbour, have well found vessels and excellent local knowledge;	3	3	9	Yes
3	Mooring Breakout of a Major CalMac Ferry	Failure of vessel mooring gear; Failure of fixed mooring gear; Inadequate seamanship / watch keeping; Extreme weather; Excessive wash or draw-off; Vandalism.	Minor injury; Minor damage to vessel and other vessels and structures in vicinity.	1,2,3,4,	- Operations are to be planned to the extent necessary to ensure safety, incl Passage Planning & reviewing weather data; - CMAL Harbours Recorded Tidal Ranges, Pier Deck Heights Data available to CFL Harbours/Marine; - Operations are to be fully compliant with legislation, guidance and best practice. - All those involved in operations are to be competent persons; - All the necessary information is provided to undertake the movement safely, incl Port Survey drawings; - All equipment provided is fit for purpose & subject to review in; Ashtc; - All necessary resources are allocated to mitigate identified risks; - Operations are undertaken in accordance with up to date written procedures; - Any exceptions to safe practice are reported; - Incidents and near misses are investigated; and - A planned response to emergencies is available. - Clear division of roles and the responsibilities between CMAL as BHA and CalMac Harbours as Harbour Operator; - Harbour User Consultative Forum (HUCF) established to improve stakeholder engagement and consultation regarding navigational safety within the harbour which involves all users of the harbour, including ferry Master/Skippers; - Port Managers appointed, with assistance from Supervisors, supported by the Harbour Operations Team. Powers of direction can be sought through Harbour Operations Team and shall be issued by the Harbour Master; - Notice to Mariners in force for mariners to observe safe speed and minimum under keel clearances when navigating in CFL operated harbours, including key defined considerations for Skippers and Masters manoeuvring within harbours and the need to consider effects on draught and weather impacts; - Effective promulgation of Notice to Mariners to all users via User meetings, Notice Boards and Websites; - Local Pilot Service (LPS) & VHF licence and staff training system in place to ensure effective communications with harbour users; - The CFL forties, being the predominant user of the harbour, are managed to strict operating systems which have been developed over many years of operating in the west coast of Scotland. The Masters are therefore very familiar with the navigational disposition of the harbour, have well found vessels and excellent local knowledge;	3	3	9	Yes
11	Collision between a Major CalMac Ferry and a Recreational Craft.	Mechanical defect / failure; Fire and/or Explosion; Skipper error or incapacitation; Result of avoiding action with third party vessel (including jet skis and ribs); Unlit recreational craft; Shallow Water Effect; Mariners Anchoring in incorrect position.	Loss of recreational craft sustain minor injuries; Minor damage to recreational craft.	1,2,3,4,	- Operations are to be planned to the extent necessary to ensure safety, incl Passage Planning & reviewing weather data; - CMAL Harbours Recorded Tidal Ranges, Pier Deck Heights Data available to CFL Harbours/Marine; - Operations are to be fully compliant with legislation, guidance and best practice. - All those involved in operations are to be competent persons; - All the necessary information is provided to undertake the movement safely, incl Port Survey drawings; - All equipment provided is fit for purpose & subject to review in; Ashtc; - All necessary resources are allocated to mitigate identified risks; - Operations are undertaken in accordance with up to date written procedures; - Any exceptions to safe practice are reported; - Incidents and near misses are investigated; and - A planned response to emergencies is available. - Clear division of roles and the responsibilities between CMAL as BHA and CalMac Harbours as Harbour Operator; - Harbour User Consultative Forum (HUCF) established to improve stakeholder engagement and consultation regarding navigational safety within the harbour which involves all users of the harbour, including ferry Master/Skippers; - Port Managers appointed, with assistance from Supervisors, supported by the Harbour Operations Team. Powers of direction can be sought through Harbour Operations Team and shall be issued by the Harbour Master; - Notice to Mariners in force for mariners to observe safe speed and minimum under keel clearances when navigating in CFL operated harbours, including key defined considerations for Skippers and Masters manoeuvring within harbours and the need to consider effects on draught and weather impacts; - Effective promulgation of Notice to Mariners to all users via User meetings, Notice Boards and Websites; - Local Pilot Service (LPS) & VHF licence and staff training system in place to ensure effective communications with harbour users; - The CFL forties, being the predominant user of the harbour, are managed to strict operating systems which have been developed over many years of operating in the west coast of Scotland. The Masters are therefore very familiar with the navigational disposition of the harbour, have well found vessels and excellent local knowledge;	3	3	9	Yes



CALMAC HARBOURS

Risk Matrix

Severity 'S'						
5	5	10	15	20	25	
4	4	8	12	16	20	
3	3	6	9	12	15	
2	2	4	6	8	10	
1	1	2	3	4	5	
	1	2	3	4	5	
	Likelihood 'L'					

Likelihood of Incident Occuring

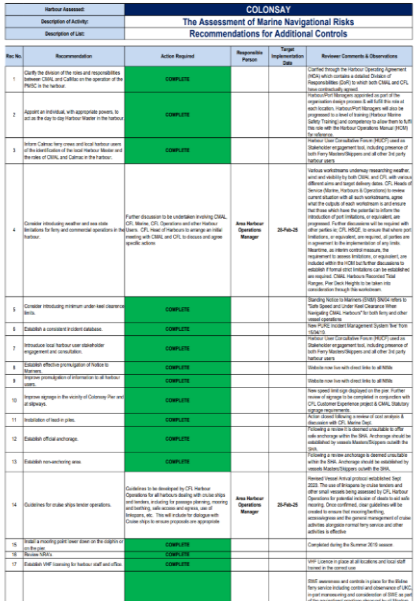
L1	Rare, no previous incidents of this nature have been reported.
L2	Unlikely, there has been one incident of this nature reported over last three years.
L3	Possible, there have been several incidents of this nature reported over the last three years.
L4	Likely, to be expected, incidents are common.
L5	Certain, the incident will definitely occur if the operation is carried out.

Health and Safety Severity

S1	People	Near Miss, no injury incident
	Property	Near Miss, no damage
	Environment	Near Miss, no effect of note
	Stakeholders	Near Miss, no disruption to services
S2	People	Single minor injury
	Property	Minor damage
	Environment	Minor event, eg Tier 1 small operational (oil) spill
	Stakeholders	Minor disruption to services, negative local publicity
S3	People	Multiple minor injuries or Single serious injury (<7 days)
	Property	Moderate damage
	Environment	Moderate event, eg Tier 2 criteria but controllable within SHA
	Stakeholders	Temporary suspension or prolonged restrictions to services, very bad local publicity
S4	People	Multiple serious injuries, Single fatality (or >7days)
	Property	Major damage
	Environment	Major event, eg Tier 3 criteria with national support or chemical spill
	Stakeholders	Indefinite suspension of services, widespread/national negative publicity
S5	People	Multiple fatalities, immediate or up to 5 years after incident
	Property	Catastrophic damage
	Environment	Catastrophic event, eg Tier 3 criteria with international support
	Stakeholders	Total loss of services, international negative publicity or media

20-25	High	Immediate mitigating action required.
12-16	Significant	Subject to additional risk controls within specified time period. Activity may require interim immediate risk control measures or suspension/restriction of activity.
8-10	Medium	Maintain risk controls, implement further controls if reasonably practicable.
1-6	Low	Assume as operationally safe, ensure risk control measures are maintained. Additional controls may be considered if reasonably practicable.

Form 2.21
Rev.



COLONSAY
The Assessment of Marine Navigational Risks
Recommendations for Additional Controls

Rec No.	Recommendation	Action Required	Responsible Person	Target Implementation Date	Reviewer Comments & Observations
1	Clarify the division of the roles and responsibilities between CMAL and CalMac on the operation of the PMSC in the harbour.	COMPLETE			Clarified through the Harbour Operating Agreement (HOA) which contains a detailed Division of Responsibilities (DoR) to which both CMAL and CFL have contractually agreed.
2	Appoint an individual, with appropriate powers, to act as the day to day Harbour Master in the harbour	COMPLETE			Harbours/Port Managers appointed as part of the organisation design process & will fulfil this role at each location. Harbours/Port Managers will also be programmed for a level of training (Harbour Marine Safety Training) and competency to allow them to fulfil the role as detailed in the Harbour Operations Manual (HOM) to be offered.
3	Inform Calmac ferry crews and local harbour users of the identification of the lead Harbour Master and the roles of CMAL and Calmac in the harbour.	COMPLETE			Harbour User Consultative Forum (HUCF) used as a Stakeholder engagement tool, including presence of both Ferry Masters/Skippers and all other 3rd party harbour users.
4	Consider introducing weather and sea state limitations for ferry and commercial operations in the harbour.	Further discussion to be undertaken involving CMAL, CFL Marine, CFL Operations and other Harbour Users. CFL Head of Harbours to arrange an initial meeting with CMAL and CFL to discuss and agree specific actions	Area Harbour Operations Manager	25-Feb-25	Various workstreams underway researching weather, wind and visibility by both CMAL and CFL with various different aims and target delivery dates. CFL Heads of Service (Marine, Harbours & Operations) to review current situation with all such workstreams, agree what the outputs of each workstream is and ensure that those which have the potential to inform the introduction of port limitations, are progressed. Further discussions will be required with other parties ie CFL HEOZ, to ensure that where port limitations, or equivalent, are required, all parties are in agreement to the implementation of any limits. Meantime, as interim control measure, the requirement to assess limitations, or equivalent, are included within the HOM but further discussions to establish if formal strict limitations can be established are required. CMAL Harbours Recorded Tidal Ranges, Pier Deck Heights to be taken into consideration through the workstream.
5	Consider introducing minimum under keel clearance limits.	COMPLETE			Standing Notice to Mariners (SNM) 39/24 refers to "Safe Speed and Under Keel Clearance When Navigating CMAL Harbours" which ferry and other vessel operations
6	Establish a consistent incident database.	COMPLETE			New PURE Incident Management System live from 15/04/24
7	Introduce local harbour user stakeholder engagement and consultation.	COMPLETE			Harbour User Consultative Forum (HUCF) used as Stakeholder engagement tool, including presence of both Ferry Masters/Skippers and all other 3rd party harbour users.
8	Establish effective promulgation of Notice to Mariners.	COMPLETE			Website now live with direct links to all NtMs
9	Improve promulgation of information to all harbour users.	COMPLETE			Website now live with direct links to all NtMs
10	Improve signage in the vicinity of Colonsay Pier and all slipways.	COMPLETE			New speed limit sign displayed on the pier. Further review of signage to be completed in conjunction with CFL Customer Experience project & CMAL Statutory signage requirements.
11	Installation of lead in piles.	COMPLETE			Action closed following a review of cost analysis & benefits by CMAL and CFL.
12	Establish official anchorage.	COMPLETE			Following a review it is deemed unsuitable to offer safe anchorage within the SHA. Anchorage should be established by vessels Masters/Skippers outwith the SHA.
13	Establish non-anchoring area.	COMPLETE			Following a review anchorage is deemed unsuitable within the SHA. Anchorage should be established by vessels Masters/Skippers outwith the SHA.
14	Guidelines for cruise ships tender operations.	Guidelines to be developed by CFL Harbour Operations for all harbours dealing with cruise ships and tenders, including for passage planning, mooring and berthing, safe access and egress, use of linkspans, etc. This will include for dialogue with Cruise ships to ensure proposals are appropriate	Area Harbour Operations Manager	25-Feb-25	Revised Vessel Arrival protocol established Sept 2024. The use of linkspans by cruise tenders and other small vessels being assessed by CFL Harbour Operations for potential inclusion of clauses to aid safe mooring. Once confirmed, clear guidelines will be created to ensure safe berthing, embarkations and the general management of cruise activities alongside normal ferry service and other activities is effective.
15	Install a mooring point 'deer' down on the dolphin on the pier.	COMPLETE			Completed during the Summer 2016 season
16	Review MAG.	COMPLETE			
17	Establish VHF licensing for harbour staff and office.	COMPLETE			VHF License in place at all locations and local staff trained in the correct use.
					SMS' awareness and controls in place for the lifeline ferry service including control and observance of LMC, in-port manoeuvring and consideration of SMS' as part of the operational decisions planned to all Harbours

Navigational Safety Questionnaire

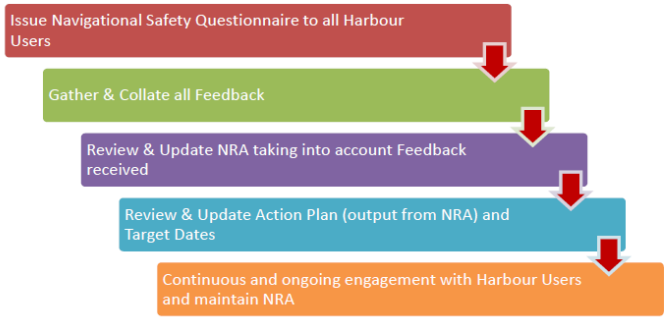
- The Navigational Safety Questionnaire is aimed at providing all users a voice with regards to the provision of safe navigation within the harbour;

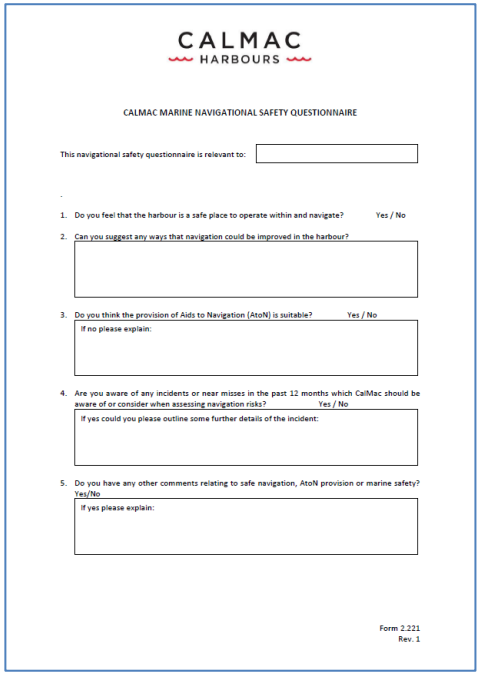
CALMAC HARBOURS

CALMAC MARINE NAVIGATIONAL SAFETY QUESTIONNAIRE

CalMac Harbour Operations are seeking feedback from Harbour Users and selected other relevant stakeholders on navigational safety within the harbours we operate. The purpose of this questionnaire is to give ALL users of our harbours the opportunity to comment on the safety of navigation in those areas you sail or operate. CalMac welcomes all relevant feedback in order to identify areas for improvement and make our harbours a safe place for all.

The basic process CalMac Harbour Operations will use is:





CALMAC HARBOURS

CALMAC MARINE NAVIGATIONAL SAFETY QUESTIONNAIRE

This navigational safety questionnaire is relevant to:

1. Do you feel that the harbour is a safe place to operate within and navigate? Yes / No
2. Can you suggest any ways that navigation could be improved in the harbour?
3. Do you think the provision of Aids to Navigation (AtoN) is suitable? Yes / No
   If no please explain:
4. Are you aware of any incidents or near misses in the past 12 months which CalMac should be aware of or consider when assessing navigation risks? Yes / No
   If yes could you please outline some further details of the incident:
5. Do you have any other comments relating to safe navigation, AtoN provision or marine safety? Yes/No
   If yes please explain:

Form 2.221
Rev. 1

Notices to Mariners

CALMAC HARBOURS

Standing NtMs

- SN/01 – Dive Projects
- SN/03 – Fuel Bunkering
- SN/04 – Safe Speed & UKC
- SN/05 – Weighted Heaving Lines
- SN/08 – Reporting of Incidents, infrastructure or Aids to Navigation Defects.

Current NtMs

- NtM 05/25 Colonsay Scalasaig Bay North Perch & AtoN Light Missing
- NtM 02/24 – Sanctions on Russian & Belarus Vessels update
- NtM 18/25 - Mooring Restrictions, Oban Railway Pier
- NTM 12/25 - Foot and Mouth Disease

Engagement, Consultation & Roles

- Primary purpose of the HUCF: **To permit formal engagement and consultation with all users of the Harbour**;
- Normally, formal **HUCF meetings held twice per year** supported by more frequent, less formal engagement. Currently using Microsoft Teams as best we can!
- **CFL Port Manager** – Responsible for the safe and effective delivery of the local CFL Ferry and Harbour Services;
- **CFL Harbour Operations Manager** – Supporting the CFL Port Manager in the delivery of the local CFL Harbour Operation and Services;
- **CFL Regional Harbour Manager** – Creating the standards to which the CFL Harbour Operation and Services will strive and monitoring and supporting the delivery.

Development Projects

CALMAC HARBOURS

Current and Planned Developments:

- No further Marine development works are planned at this time.

Harbour Specific Issues

CALMAC HARBOURS

Open forum to raise and discuss issues relating to operations at Colonsay

Attendee & Agenda Review & AOB

CALMAC HARBOURS

To confirm:

1. Attendees are suitable – any users missing?

2. Agenda Items – are there other items you would like to cover?

3. AOB – Any other business?