



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Islands Connectivity Plan

**The Vessels and Ports Plan for
the Clyde and Hebrides and
Northern Isles networks (2024
– 2045)**

Draft for consultation

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Executive summary

The Islands Connectivity Plan (ICP) sets out the Scottish Government's long-term objectives and policies for ensuring necessary and sustainable transport links for our islands. The Plan has been developed to replace the Ferries Plan 2013-2022, but is wider in scope, taking account of ferry services, aviation, and fixed links, as well as onward and connecting travel. The Islands Connectivity Plan comprises an overarching Strategic Approach paper - supported by a number of delivery plans - of which this is one.

As a key element of the Islands Connectivity Plan, this Vessels and Ports Plan provides detail on the Scottish Government's objectives for the Clyde & Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS), for which the Scottish Ministers are directly responsible.

Engagement with key stakeholders during the development of this Vessels and Ports Plan indicates that **reliability** and **resilience** are their key priorities for vessel and port investment.

Meeting objectives to address these priorities will primarily be realised by upgrading existing infrastructure and replacing the existing vessels with an efficient and sustainable modern ferry fleet.

This Plan sets out the recommended investment programme needed to maintain and safely operate lifeline ferry services, including measures to:

- renew the fleet and upgrade ports in response to asset age and condition;
- improve weather resilience and technical reliability when investing in new vessels and port upgrades;
- improve accessibility in the fleet and ports;
- improve resilience through an expansion in the major vessel fleet and through increased inter-operability and standardisation of vessels and ports.

This Plan outlines the need for significant and sustained funding to achieve its delivery as an integral part of progress towards establishing a secure and sustainable long-term financial foundation for our ferry networks, as set out in our Strategic Approach paper. It will inform transport investment in Scotland for around the next 20 years (2024-2045) by providing evidence-based recommendations on which Scottish Ministers can base future ferry investment decisions.

The second [Strategic Transport Projects Review](#) represents the strategic case for investment by the Scottish Government in ferry vessel renewal and replacement in

addition to progressive decarbonisation and for investment in port infrastructure to support that.

In the context of constrained public finances in the years ahead, we must ensure that investment achieves Value for Money, informed by the Scottish Government's aims set out in the [National Islands Plan](#) and the [National Transport Strategy](#).

We will capture value by taking a holistic view of the benefits and costs of the investment. It is recognised that there are a number of costs and benefits associated with ferry services that cannot be easily quantified or monetised such as integration, accessibility and social inclusion. The cost of that investment is offset in part through fares revenue, which needs to be balanced with maintaining the principles of affordable and sustainable fares structures to support our island communities.

Delivery against this Plan will also require decisions to be taken as part of annual budget reviews going forward. The Plan, therefore, proposes an objective and transparent approach to “investment prioritisation”, that would guide those difficult prioritisation decisions.

This Vessel and Ports Plan will be finalised later in 2024 as part of the overall work on the Islands Connectivity Plan. This will enable it to be shaped in light of consultation responses and the outcomes of the refreshed needs assessments that we intend to undertake over the short to medium term for each community served by CHFS and NIFS services.

Introduction

The Islands Connectivity Plan

The Islands Connectivity Plan (ICP) replaces the Ferries Plan 2013-2022 but is wider in scope, taking account of ferry services, aviation, and fixed links, as well as onward and connecting travel issues. The ICP comprises an overarching Strategic Approach paper - supported by a number of delivery plans - of which this is one.

The overarching ICP Strategic Approach paper, also being published for public consultation, will provide guidance and direction to the delivery of island transport connectivity. It sets out how island transport connectivity aligns with the ambitions of the Scottish Government and contributes towards meeting Scottish Government objectives as set out in the National Islands Plan and the National Transport Strategy.

The CHFS and NIFS services play a key role in supporting the economic, social and cultural development of those remote and island communities. This document sets out the Plan for the vessels and ports used by the CHFS and NIFS services and represents a key delivery plan for those services.

The Vessels and Ports Plan

The Scottish Government's [Infrastructure Investment Plan](#) (IIP) (February 2021) stated that:

“We will produce and maintain a long-term plan and investment programme for new ferries and development at ports to improve resilience, reliability, capacity, and accessibility, increase standardisation, and reduce emissions to meet the needs of island communities and give confidence on our ongoing commitment supported by investment of at least £580 million during the next five years [April 2021 to March 2026]”.

In addition, a further £115 million has been allocated for the construction of two new vessels to enhance the provision for the 'Little Minch' services.

The second [Strategic Transport Projects Review](#) represents the strategic case for investment by the Scottish Government in ferry vessel renewal and replacement in addition to progressive decarbonisation and for investment in port infrastructure to support that.

Stakeholder feedback has indicated the priority of reliability of vessels and resilience of services, a point reinforced in the recent report by the [Scottish Government's NZET Committee](#). This Plan, therefore, focuses on improving reliability by replacing vessels and renewing port assets based on age and condition. In addition, resilience will be improved through fleet modernisation and greater flexibility of the fleets. This draft Plan sets out the investment needed to maintain and safely operate lifeline ferry services and the recommended investment programme to deliver that. Delivery against the Plan will require decisions to be taken as part of annual budget reviews going forward. The Plan proposes an objective and transparent approach to “Investment Prioritisation” to guide those difficult prioritisation decisions, subject to the annual budget setting process.

Transport Scotland has developed this Plan in consultation with Caledonian Maritime Assets Ltd (CMAL) and the ferry operators – CalMac Ferries Ltd (CFL) and Serco NorthLink Ltd (SNF). Engagement with a range of key stakeholders including local authorities, Regional Transport Partnerships, Highlands and Islands Enterprise (HIE), the Mobility and Access Committee for Scotland (MACS) and the Ferries Community Board for CHFS has also taken place. A pre-consultation draft of this plan was published on 30 December 2022 and shared with key stakeholders. This version has been updated in accordance with comments and views received from a number of these stakeholders.

Although we aim to finalise this Plan in 2024, the intention is that it is reviewed and fully updated every five years so that there is always a 20-25 year forward look. However, it is also intended that the Plan is refreshed every two to three years to reflect changes – recognising that this Plan is dynamic, not static.

Context

There are currently 40 vessels deployed on the CHFS and NIFS services. Around half of the 53 ports on the CHFS network are owned by CMAL with the others owned by local authorities, trust ports and private companies. The five ports used by NIFS are owned by either local authorities or trusts. Please refer to Annexes B, C, D, and E for further details.

Every route is unique and provides an essential link for the community it serves. The shortest crossing on the CHFS network is between Colintrave and Rhubodach, a distance of less than half a kilometre. The longest crossing from Castlebay to Oban covers over 140 km and takes the MV Isle of Lewis around 5 hours to traverse. Aberdeen-Lerwick on the NIFS network is one of the longest routes overall at 348 km and takes at least 12 hours, which necessitates the provision of overnight accommodation options.

The carryings on individual routes vary markedly, from very busy routes like Ardrossan-Brodick carrying almost 700,000 passengers in 2022, served by two major vessels in the summer months, to small passenger only or predominantly passenger routes like Gallanach – Kerrera and Gourock – Kilcreggan with 64,000 and 48,000 passengers respectively.

Of the 30 routes across the CHFS network, four routes combined accounted for over half of total passenger and car carryings in 2022. These are: Ardrossan-Brodick, Largs-Cumbrae, Wemyss Bay-Rothesay, and Oban-Craignure (accounting for 52% and 50% of passenger and car carryings respectively). Almost, 50% of commercial vehicle lane metres were carried by three routes combined: Kennacraig-Islay (19%), Ullapool-Stornoway (19%) and Ardrossan-Brodick (10%).

The NIFS network consists of four routes and in 2022, 47% of passenger carryings and 58% of car carryings were attributable to the Stromness-Scrabster route. The Aberdeen-Lerwick route accounted for 38% and 32% of passenger and car carryings respectively, with the remainder accounted for by Aberdeen-Kirkwall and Kirkwall-Lerwick. In terms of freight on NIFS, the Aberdeen-Lerwick route accounted for 60% of commercial vehicle lane metres, followed by Aberdeen-Kirkwall with a 24% share.

The mix of carrying types also varies markedly between routes with some routes on CHFS carrying very high freight volumes such as Kennacraig-Islay. Whereas other routes such as Largs-Cumbrae slip have much lower freight volumes but similar levels of passenger and car carryings to Ardrossan-Brodick.

These characteristics will be assessed in detail for each route through the community needs assessment process, which will assess indicators around travel by island residents, leisure visitors / tourists, the island supply-chain, and service delivery. Both demand for the service and the role the ferry service plays in the life of the island will be considered, as well as the current services in terms of carryings, capacity utilisation, punctuality and reliability.

The findings of the community needs assessments will further strengthen the evidence base for future updates to this Plan and inform subsequent investment decisions.

As well as demand, the unique physical characteristics of the seas around Scotland also have implications for vessel design. The seas are relatively rough and - particularly on the west coast - are relatively shallow, which has its own challenges. As part of project design development, all issues are considered, such as wind and wave modelling data, potential vessel type, size and approachway. Swell and berthing forces are also considered, to ensure that both vessel and infrastructure interfaces at ports and harbours provide an optimum solution for ferry services to island communities.

Other ferry services in Scotland are the responsibility of local authorities and some others are operated commercially by private operators. Although not covered by this Plan, local authority ferry fleets face similar challenges to those facing the CHFS and NIFS networks. Those local authorities have undertaken, or are undertaking, similar appraisal and planning work in support of their own investment cases.

Objectives

This draft Plan reflects our ambition to replace the fleet and enhance resilience as quickly as possible, but this will be subject to affordability and Value for Money, with each project assessed and developed through detailed business plans. The overall programme set out in the Plan will be kept under regular review, and the proposals within it prioritised, in the light of the financial environment and progress towards the financial sustainability of our ferry networks.

As discussed in the ICP Strategic Approach paper, we have engaged with key stakeholders across various themes to help inform the development of the ICP as a whole. The following themes were most pertinent to help develop an understanding of the key challenges in relation to vessel and port investment:

- Resilience and reliability
- Vessels and Ports
- Capacity and demand
- Accessibility
- Low carbon and environmental impact
- Freight services

Based on the Vision set out in the ICP Strategic Approach paper, and the challenges discussed, the Vessel and Ports Plan will work to achieve the following objectives:

- To maintain and safely operate existing lifeline transport connectivity for all communities, and that opportunities continue to be taken to enhance transport connectivity to support the growth of island populations and economies;
- improve weather and technical reliability, primarily through renewing the fleet and upgrading ports in response to asset age and condition;
- reduce the average age of the total fleet (across both CHFS and NIFS networks) to around 15 years by the end of this decade;
- improve resilience through an expansion in the major vessel fleet and through increased interoperability and standardisation of vessels and ports within the major and small vessel fleets;
- improve accessibility for transport users through vessel and port design, and;
- progressive decarbonisation of both vessel fleet and port operations, by 2045.

How we will deliver our objectives

Vessel renewal and port upgrades

This Plan proposes investment across four phases up to 2045 in vessels and ports in order to deliver these objectives. Phase 1 consists of a series of vessel and port projects outlined in the Scottish Government's Infrastructure Investment Plan (IIP), published in February 2021. These projects are being taken forward between April 2021 and March 2026, and will also include the completion of vessels 801 (MV Glen Sannox) and 802 (MV Glen Rosa).

Since the publication of the IIP, decisions have also been taken:

- to purchase the second-hand vessel MV Loch Frisa;
- to procure two new vessels rather than one vessel for Islay;
- to procure two more "Islay class" vessels to enable a 2 vessel service on the Little Minch routes, between Uig-Tarbert/Lochmaddy, in the summer;
- to deploy both MV Glen Sannox and MV Glen Rosa to the Arran routes for at least the peak summer period;
- to initiate a Port Ellen (Islay) redevelopment project; and
- to retain an additional Major Vessel in the CHFS Fleet to provide additional resilience until at least 2030.

The information below outlines the expected dates of new vessels which are being delivered or require investment decisions over the short to medium term. These are of course subject to funding approval and procurement. In addition, given the long time period of the Plan, some reprioritisation and flexibility may be required, particularly for the later phases, as the availability of funding will ultimately determine the programme of delivery.

Vessels under construction (dates shown indicate delivery of vessels, not actual deployment):

- MV Glen Sannox – expected May 2024
- MV Isle of Islay – expected October 2024
- MV Loch Indaal – expected February 2025
- MV Glen Rosa – expected May 2025
- MV Lochmor – expected June 2025
- MV Claymore – expected October 2025

Proposed vessels where the outline business case is nearing completion:

- Gourock-Dunoon/Kilcreggan vessels – earliest estimate for delivery 2026-2027
- Small Vessel Replacement Programme (Phase 1) – seven vessels – earliest estimate for delivery - between 2026 and 2028
- MV Lord of the Isles – earliest estimate for delivery 2027-2028
- Northern Isles Freight Vessels – earliest estimate for delivery 2028-2029

Proposed Vessels where the outline business cases are in early development:

- MV Isle of Mull
- Small Vessel Replacement Programme (Phase 2)

Standardisation

Given the wide variety of communities and routes served by these fleets, increased standardisation does not need to mean identical vessels but should allow for increased interoperability of vessels and ports.

CMAL is striving to standardise its ports across the network, where possible, with a view to reducing the constraints on the vessels that can operate from each, hence increasing flexibility and ultimately resilience. This will include items such as dredging for vessels with a deeper draught, ensuring piers and fendering can accommodate heavier vessels, and providing linkspans that are wider to accommodate vessels with a larger beam, for example. Development at ports will also take into account the need to make them more resilient as a result of climate change and will also consider opportunities for improved integration with public transport and active travel as part of onward connection in overall journeys.

Nevertheless, for CHFS and NIFS, we aim to work with CMAL and the operators towards a “menu” of vessel options:

- The “Islay vessel” design or a variant will become the standard for major vessels where possible on CHFS, with the exception of Arran and Stornoway routes (given existing vessels being constructed or deployed on these services). This will require upgrading of some ports on routes identified for these vessels. Where this would represent a disproportionate cost or poor Value for Money, or the costs are currently unaffordable, an adapted vessel design can be deployed. The Islay vessel was designed to respond to a high freight usage and a relatively low

passenger demand – other routes may require a higher passenger capacity but lower freight (and therefore lower deadweight) but the objective will be to manage these modifications within the current design to promote inter-operability and retain a high level of standardisation.

- The first phase of the Small Vessel Replacement Programme has been designed to bring consistency in hull form and on-board engineering, bridge and safety equipment. This will allow inter-operability of vessels and crew where required and also help with maintenance and retaining spare parts. We will seek to replicate as much of this as possible in the second phase of the SVRP, noting that these vessels are likely to require consideration of some more bespoke elements given the characteristics of the routes being served.
- Between these two standardised designs there remains, potentially, a requirement for a medium sized vessel. This will be considered as we take forward proposals for replacements for Mull and South Uist.
- Also some specific solutions may be needed e.g. Small Isles or the vessels operating on Gourock/Dunoon/Kilcreggan.
- For the Northern Isles Vessels, the current work being undertaken by CMAL, Northlink and Transport Scotland is focused on a Freight Plus option that will allow greater resilience in poor weather as well as improved timetables with higher operating speeds. This design will also provide the option of operating in passenger mode with the provision of cabins, lounges and other facilities to help meet demand in peak season and improve resilience across the NIFS fleet. The current intention is that the hull form being considered will also be standardised and could be used as the basis for the replacement of the 3 RoPax (Roll-on Roll-off and Passenger) vessels. Again, on-board systems and equipment would also be intended to be standardised as much as possible.

Second hand tonnage

Second hand tonnage will continue to be explored and may present opportunities to accelerate benefits to communities by meeting an interim need when longer-term tonnage is being developed, or may represent a more appropriate provision for the fleet/route. It may also contribute to improved reliability, accessibility and other key objectives. Each case will be considered on its own merits and the Plan adjusted accordingly if appropriate. Affordability and Value for Money would be key considerations.

Decarbonisation

There will be a separate chapter of the ICP that more fully considers the options around decarbonisation. Scottish Ministers intend to explore all options and take action to decarbonise the ferry fleets going forward. The process of decarbonisation

is already underway and will be built upon in the coming years. The Scottish Government is, and remains, committed to Net Zero Targets.

This includes the SVRP where the intention is that these vessels will operate on a fully electric basis. Challenges remain across the wider shipping industry around the ability to decarbonise the major vessel fleets given the current technology available. We will continue to explore opportunities to do so as technology develops, including potential options that may allow vessels to be retrofitted as solutions emerge. CMAL has already incorporated measures around more efficient hull forms and more efficient engines in the development of the most recent Islay Class vessels currently under construction and this will form a key consideration around the development of new vessel proposals.

As recognised in the National Transport Strategy, in addition to minimising the future impacts of transport on our climate, our transport system, including our ferry system, needs to adapt to climate change impacts. Climate change directly affects the transport sector through the increasing number of more severe and frequent extreme weather events and the disruption they cause, such as erosion of our coastal areas, landslides and rising water levels.

We are taking action, such as through CMAL, where we have been actively monitoring the effects of climate change on rising sea levels to inform the design or improvements to port infrastructure.

These impacts may alter our investment prioritisation in later phases of this Plan.

Outputs

Based on the Objectives and Inputs set out within this Plan it is envisaged that the following Outputs will be realised. In turn these Outputs will lead to meeting the outcomes defined within the ICP Vision and Priorities (provided in full in Annex A for consideration):

- Sustained lifeline transport connectivity for all communities;
- increased reliability of the fleet due to ongoing vessel renewal and fleet expansion;
- increased resilience of the network as a whole due to upgrading of ports, vessel renewal and expansion, leading to greater flexibility across the fleet for the operator;
- reduction in average age of the combined fleets due to ongoing vessel renewal;
- increased reliability and resilience of the network due to the reduction in average age of the combined fleets;
- increased standardisation across the fleet due to ongoing vessel renewal aligning with embedded vessel design process;
- improved accessibility for passengers across the network due to fleet modernisation and increased standardisation, and;
- reduction in emissions across the vessel fleets due to vessel modernisation, optimal vessel and hull design, adoption of alternative fuels, and an increase in provision of shore power.

Engagement and consultation

The lead for each investment project – normally CMAL or a third party port owner – is responsible for consulting, engaging and communicating throughout the life of projects to ensure that vessel and port designs respond to operator, user and community needs. This engagement will be supported by Transport Scotland and the relevant operator as part of the wider governance around the development of these projects.

For projects led by CMAL, the CMAL project manager will agree with Transport Scotland and the relevant operator, and publish, a communications and engagement plan which will follow a consistent pattern, typically:

- A series of public events (in-person and/or online) at key stages of the project or programme to inform and seek views;
- a “reference group” of key stakeholders for more detailed consultation and engagement on the development of the project or programme;
- a dedicated project page on the CMAL website to host updates and information.
- a log of all stakeholder comments and how these have been responded to;

- direct engagement with trades' unions representatives of crew and staff, and;
- a report detailing all communications and engagement undertaken during the project, including "lessons learned" for other and future projects.

Evidence and consultation from STPR2 has been used to inform the development of this draft Plan and we will revisit this over the period of delivery of the Plan. Although the STPR2 evidence provides some support it does not provide the detailed views needed on individual projects.

Funding and affordability

It is important that Scotland's ferry services are based on a sustainable long-term financial foundation and remain affordable. This Plan would require significant and sustained funding for its successful delivery. This Plan sets out the priorities over the period of the Infrastructure Investment Plan (2021-2026) and recommends an investment programme over the longer term. In the context of constrained public finances in the years ahead, we must ensure that investments achieve Value for Money and are affordable.

The Scottish Government's Infrastructure Investment Plan committed to investment of at least £580 million in ports and vessels, in addition to the completion of MV Glen Sannox / Rosa, to support and improve Scotland's ferry services. Further funding of £115 million has also been allocated for the Little Minch vessels.

Individual investment proposals are developed in line with Transport Scotland guidance and based on robust business cases which make the case for multi-annual budget commitments. Investment proposals need to cover not just one-off capital costs but also ongoing operating costs of the crew, fuel, harbour dues and other costs of operating a vessel and staffing, maintenance and other costs of operating a port.

The Scottish Public Finance Manual (SPFM) and HM Treasury Green Book both suggest that Value for Money can be assessed either by looking at the costs and benefits of an option (generally when it is a new intervention) or by looking at the cost-effectiveness of options in achieving or maintaining existing outcomes. In both cases this is informed by the Scottish Government's aims as set out in the National Islands Plan and the National Transport Strategy.

We will capture Value by taking a holistic view of the benefits and costs of the investment where appropriate. There are a number of costs and benefits associated with ferry services that cannot be easily quantified or monetised such as integration, accessibility and social inclusion and looking at the cost-effectiveness of options where appropriate. We will work with operators and stakeholders to improve our

identification of the wider societal value of ferries as essential public services, in order to provide decision makers with robust justifications for public investment.

In both cases, assessing Value for Money ensures that recommended proposals meet objectives and strategic goals, where value includes the social, economic and environmental benefits of public investment, including where there is an opportunity through a vessel replacement or port renewal to make service enhancements which address identified transport connectivity needs.

The cost of investment in vessels, ports and ferry services is partly funded by fares revenue. This Vessels and Ports Plan, therefore, cannot be delivered in isolation from the other elements of the ICP, including renewed community needs assessments of services and a holistic review of future ferry fares options as part of progress towards the financial sustainability of ferry services.

Affordability is confirmation, at the time of the investment decision, that the necessary funding is, and will be available, in the financial years covered by the construction project.

The investment programme set out in this draft Plan, informed by initial stakeholder engagement, represents the recommended programme needed to maintain and safely operate the current network of ferry services. It is important to highlight that although funding has been made available, subject to individual project decisions, for the initial years of the Plan (2021-2026), the full programme of investment identified for future years falls into the decision-making responsibility of future Parliaments and Governments and, therefore, does not currently have allocated funding. Given the long time period of the Plan, reprioritisation and flexibility is required, particularly in later phases of the Plan, as the availability of funding will ultimately determine the pace of delivery.

Individual investment decisions will be taken in the context of budget allocations and market conditions prevailing over time. When difficult decisions within the overall programme need to be taken due to affordability challenges, these will be guided by the approach to “Investment Prioritisation” described below.

Transport Scotland normally uses capital funding (CDEL) for vessels and ports projects. Loans to CMAL are used for vessels and capital grants for port projects which is applied at an intervention rate in accordance with legislation and Subsidy Control Regulations. Grants to the operators to support ongoing ferry services provided through the CHFS and NIFS contracts use resource funding (RDEL). Given the challenging financial context, the programme proposed in this Plan, and the approval of investment projects for the replacement or renewal of current vessel and port assets, will consider the impact on operating cost on a whole-life cost basis. This will start from the presumption that, unless there is an exceptional case with a

strong Value for Money justification, capital investment will not lead to an increase in the costs of operating those assets. Furthermore, projects should seek to reduce the operating costs where possible and reasonable. This will enable savings to be reinvested in services and help towards the long-term financial sustainability of our ferry networks.

Investment prioritisation

In line with the National Transport Strategy's Sustainable Investment Hierarchy, this Plan is focused on vessel and port assets to allow the existing network of routes and services to be maintained and operated safely. Accordingly, it recommends investments to achieve reliability and resilience improvements within the fleet and achieve a target average vessel age of around 15 years by the end of this decade. However, when individual projects reach key decision points, the necessary funding may not be available. An objective and transparent approach to prioritisation is needed.

In such circumstances, the approach to investment prioritisation proposed in this Plan is to firstly ensure that the fundamentals for sustainable services and the socio-economic sustainability of communities, particularly in terms of reliability and resilience, are in place. In cases where affordability requires difficult decisions to be taken, the following three elements would be prioritised (these are not in order and would all be considered together):

- The sustainability of ferry services by maintaining and increasing reliability and resilience, including consideration of whether there are alternative means for maintaining essential transport connectivity for communities by ferry, air or road during times of disruption to the infrastructure associated with a primary ferry route;
- those ferry routes and services that provide the primary transport connection for people, goods and services required for the sustainability of each community;
- those communities recognised as at greater risk of depopulation and economic decline and where assessment has identified investment in ferry assets as a preferred option in addressing that risk. This Plan does not identify those communities – this will be based on analysis and advice from the Scottish Government and local authorities in each case.

Monitoring and review

The final version of this Plan will set out arrangements for its ongoing monitoring and periodic review and how this will contribute to the monitoring of the National

Transport Strategy. Monitoring of implementation of this Plan will be ongoing through regular reporting from individual projects and programmes.

Progress against this Plan will also be kept under review annually. This would reflect:

- Progress with project implementation;
- changes arising from decisions made during project / programme implementation; and
- outputs of mid-life reviews and refreshed needs assessments.

The Plan will not be static and will be refreshed every two to three years to reflect these changes.

Given uncertainty and the need for flexibility to response to circumstance, particularly in later phases of the Plan, it will be fully updated every five years to ensure that there is always a 20-25 year forward look.

Investment plans

Asset renewal

This Plan sets out the investment programme recommended to maintain and safely operate the current network of ferry services, in particular by:

- renewing the fleet and upgrading ports in response to asset age and condition;
- improving technical and weather reliability when investing in new vessels and port upgrades, and;
- improving resilience through an expansion in the major vessel fleet and through increased interoperability of vessels and ports within the major and small vessel fleets.

The objective for vessels is to bring the average fleet age down to around 15 years whilst making necessary improvements in reliability and resilience.

The intention is for CMAL and the relevant operator to undertake reviews of assets at their approximate mid-life – this will inform decisions on planned life extension projects, redeployment of vessels and the planned timing of replacement or disposal. Such reviews would be part of asset management and the results will feed into future versions of this Plan. Longer-term forward planning will also assist all parties, and the services operators in particular, with workforce planning, recruitment and training.

Delivery phases

This Plan is broken down into 4 broad time phases:

- Phase 1 – projects listed in the IIP for initiation or delivery 2021-2026.
- Phase 2 – projects recommended for initiation or delivery 2026-2031.
- Phase 3 – projects recommended for initiation or delivery 2031-2036.
- Phase 4 – projects recommended for initiation or delivery 2036-2045.

The level of uncertainty increases for later phases. The pace and timing of delivery in practice will depend on a number of factors including the outcomes of community needs assessments, stakeholder feedback, availability of funding, capacity of suppliers and updated reviews of asset condition. To ensure this Plan remains up to date, it is intended to refresh it every 2-3 years and fully update it every 5 years.

Phase 1 – 2021-2026

Fleet and port enhancements

As stated previously, the Scottish Government's IIP published in February 2021 set out a series of vessel and port projects that would be taken forward during the five years of the IIP from April 2021 to March 2026, in addition to the completion of the MVs Glen Sannox and Glen Rosa. The projects listed in that Plan were:

Replacement vessel projects for:

- Islay
- Gourock-Dunoon-Kilcreggan passenger services
- Up to 7 small vessels for the Clyde & Hebrides network
- Craignure-Oban
- Mallaig-Lochboisdale
- Northern Isles freighters

Major harbour development projects at:

- Ardrossan
- Little Minch: Uig, Tarbert and Lochmaddy
- Gourock
- Lochboisdale
- Armadale
- Kennacraig
- Oban

Almost all of these projects are now underway: either under construction or at various stages of business case development. Given the long lead-times for vessel and port projects, it was always known that a number of these would require further funding for construction beyond the five-year period of the IIP. As well as these, Islay Vessel Enabling Works, Port Ellen Terminal Development and SVRP Port Works have also been progressed.

In addition, a number of other third party port projects are underway, notably:

- Craignure – Argyll & Bute Council (ABC) are working towards an Outline Business Case for a major redevelopment of the existing port which is reaching asset life expiry;

- Dunoon and Kilcreggan – As part of the replacement vessels project being led by CMAL, ABC is developing designs to accommodate future vessels for services to Gourock.

Increased fleet resilience

The delivery of new vessels during Phase 1 will also enable an increase in the resilience of the major vessel fleet through:

- As a priority, the retention of a major CHFS “resilience vessel” following the delivery of new tonnage to provide network resilience until at least 2030; although remaining part of the CHFS fleet, this increased fleet size should also provide a potential option for responding to an unplanned outage on the NIFS network;
- the deployment of two vessels, in summer, on the Uig-Tarbert/Lochmaddy services (“Little Minch”). This will strengthen resilience of the services to the Outer Hebrides as a whole (in case of disruption to the services to Stornoway or Barra, for example) and to the wider CHFS and NIFS networks.

These two decisions increase the size of the CHFS major vessel fleet from 10 to 12.

The future need for the “resilience vessel” will be reviewed once the major vessel fleet has been renewed and the improvement in resilience from a fleet of modern vessels can be assessed. The “resilience vessel” will be one in the current fleet retained for that purpose – it does not need another new vessel to be procured.

Replacements (newbuild or second hand) for 9 of the other 11 CHFS major vessels are envisaged in Phases 1 and 2. The replacements for MVs Finlaggan and Loch Seaforth are not due until Phase 4.

Eight of these nine replacements are already at various stages in the investment programme:

- 801 (Glen Sannox) and 802 (Glen Rosa) – under construction;
- two new vessels for Islay – under construction;
- two additional “Islay class” vessels for the “Little Minch” – under construction;
- replacement vessel for Mallaig-Lochboisdale – project in development but not currently funded, and;
- replacement vessels for Craignure-Oban – project in development but not currently funded.

The introduction of new vessels will enable the re-deployment of some major vessels including MVs Finlaggan and Hebrides. Whilst deployment plans remain under

review, this would allow for the replacement of the MV Isle of Lewis on the Oban-Castlebay service.

The successful delivery of all these projects will, therefore, leave one further CHFS major vessel during Phase 2.

Small vessel replacement programme

The IIP includes a commitment to a Small Vessel Replacement Programme (SVRP), reflecting the age of many of this type of CHFS ferry, and to replacement passenger ferries for services from Gourock to Dunoon and Kilcreggan, reflecting the reliability and condition of the former rather than strict vessel age.

An Outline Business Case (OBC) which has been undertaken for the first phase of SVRP, recommending the number of vessels to be replaced, the type of vessel replacements and the timing of procurements is expected to be completed in early 2024. Based on the emerging OBC, this draft Plan includes replacements for up to 7 of the oldest vessels in the fleet. Proposed deployment of new and current vessels, associated port works and vessel redeployments and disposals are being developed for the OBC and will be shared through that programme. The small vessel fleet already benefits from the resilience provided by additional vessels - currently MV Loch Linnhe and MV Loch Bhrusda. We aim to retain these resilience benefits through the replacement programme.

It is recommended that the proposal from the Ferries Plan,(2012) to work towards a single passenger and vehicle crossing from Point to Port Appin, which is the shorter of the two crossings to Lismore, is carried forward. Any business case to support this proposal will be informed by discussions with stakeholders, the community needs assessment and engagement with the communities of Lismore and Appin.

The SVRP will continue into a Phase 2, with the objective of replacing a further series of small vessels, including serving the Sound of Harris.

Gourock-Dunoon/Kilcreggan

The Gourock-Dunoon/Kilcreggan vessel replacement project is also moving towards the completion of an OBC following the conclusion of a refreshed assessment of community needs and service options through the Islands Connectivity Plan. The community needs assessments for Cowal (Dunoon) and Rosneath (Kilcreggan) have already been completed and will need to be considered as part of this process.

Northern Isles freight vessels

A CMAL-led project to replace the two Northern Isles freight vessels with an improved design, adding capacity and reducing passage time, and potentially adding some flexible passenger-carrying capacity, is now at the design stage and moving towards the preparation of an Outline Business Case.

Ports and harbours

A number of major port projects are expected to conclude or significantly progress during Phase 1: Tarbert (completed), Lochmaddy (nearing completion), Uig, Troon enabling works (available for use) and Islay enabling works. Other CMAL port projects are under development but not funded: the most significant of these projects in terms of scale are Gourock terminal redevelopment, Port Ellen terminal redevelopment and Gasay (Lochboisdale) port construction. The Ardrossan project is currently undergoing a business case review and cost exercise, which is of vital importance in defining the scope of works, allowing greater certainty of the project costs and the financial packages required from each of the funding partners to deliver an improved service for the Arran community.

Additional developments

During Phase 1 we also propose to commence work to develop business cases for a number of other projects, in addition to those listed in the IIP, to ensure that later phases of this draft Plan are on track:

- Small Vessel Replacement Programme Phase 2, including consideration of future vessels for Mallaig-Armadale;
- Small Isles vessel replacement project and associated port works;
- CHFS major vessel replacement project for MV Hebrides, and;
- NIFS replacement project for MVs Hrossey, Hjaltland and Hamnavoe.

Phase 2 – 2026-2031

Fleet and Port enhancements

Phase 2 will require significant further investment planning and delivery of vessels and ports on the CHFS and NIFS networks. Based on an assumed vessel operating life of 30-years on these networks, recommendations include:

- Completion of Phase 1 and much of Phase 2 of the CHFS Small Vessel Replacement Programme;
- replacement of the two NIFS freighters (not before 2028);
- completion of the renewal of the CHFS major vessel fleet including vessels for Craignure-Oban and Mallaig-Lochboisdale;
- new tonnage for the Small Isles (before 2030/2031);
- port enabling works associated with the above vessel projects;
- significant progress on CMAL port projects at Armadale, Oban and Castlebay in addition to the completion of the majority of the projects commenced during Phase 1;
- development/procurement of replacements for the 3 NIFS RoPax vessels;
- planning for the replacement of CHFS “medium” vessels (see below), and
- possible life extension projects – for example MVs Hebrides or Clansman.

Northern Isles passenger services

Two large vehicle and passenger vessels, MVs Hrossey and Hjaltland, serving Shetland and Orkney from Aberdeen, will both be 30 years old in 2032 and the MV Hamnavoe, serving Orkney across the Pentland Firth, will reach that age a year later. Work on planning for and procuring their replacements will commence during Phase 1 with a view to the delivery of new tonnage in the early part of Phase 3. This will include engagement with the Orkney and Shetland communities and liaison with the 4 port owners.

Small Isles

The Small Isles vessel, MV Lochnevis, was built in 2000 and, therefore, is expected to be replaced during Phase 2. There is an outstanding proposal in the Ferries Plan for a change to the number and type of vessels serving the Small Isles which was not taken forward following further engagement with the communities. Work on replacement tonnage will follow the conclusion of a refreshed assessment of community needs and service options through the Islands Connectivity Plan. This project is scheduled for initiation in Phase 1 and will include engagement with the 4 Small Isles’ communities and liaison with the port owners.

The current assumption is that timing of major port works by CMAL at Coll and Tiree will be after the delivery of the CHFS major vessel projects initiated in Phase 1. This points towards the final vessel in the series being one that can serve those communities reliably in the meantime, as well as the retention of suitable overall cover within the fleet. However, this should be considered alongside the timing, feasibility and affordability of port investment options at Coll and Tiree.

Due to assets reaching life expiry, a number of major port renewal projects are being led by CMAL with business cases being developed, notably Lochboisdale, Armadale, Kennacraig and Oban. The funding decisions whether to support these projects will consider affordability and Value for Money as this work progresses.

With regards to Lochboisdale, although being progressed by CMAL alongside the new vessel project, the new vessel is not expected to be dependent on the completion of the proposed newbuild port at Gasay and would be able to operate to the existing Lochboisdale port in the meantime.

Replacement of 'medium' size vessels

During Phases 2 and 3, replacements for a number of "medium" CHFS vessels will require consideration for:

- Mallaig-Armadale, currently served by MV Loch Fyne (1991) and MV Coruisk (2003);
- Wemyss Bay – Rothesay, current served by MVs Bute (2005), Argyle (2007) and (winter relief) Coruisk;
- MV Loch Frisa (2015, into service on CHFS 2022) recently introduced to the Craignure-Oban service alongside the major vessel MV Isle of Mull (1988).

These 3 routes share some characteristics that distinguish them from both the major vessels and small vessels used on CHFS both now and as planned for the future. They are all in more sheltered waters, which is reflected in the vessel classification requirements, and are also relatively short crossings of less than an hour with high volumes of passenger and vehicle traffic particularly in summer. Whilst future service requirements for each of these routes will be examined through community needs assessments under ICP, the potential for a class of vessel suitable for these routes, but potentially with wider resilience benefits beyond these locations, is one we consider worth exploring. The initial decision point for this will be the replacement tonnage for Craignure-Oban during Phases 1 and 2.

Phase 3 – 2031-2036

Fleet and port enhancements

The five years from 2031-2036 will require continued significant investments, again based on an assumed operating life of 30 years on these networks.

Recommendations include:

- Delivery of replacements for the three NIFS passenger and vehicle vessels;
- Replacement of CHFS “medium” vessels including replacement tonnage for the Wemyss Bay-Rothesay route to Bute;
- Replacement of the MV Loch Shira, currently serving Cumbrae, potentially as part of a third phase of the Small Vessel Replacement Programme;
- Significant CMAL port projects at Colonsay and Coll and completion of projects commenced during Phase 2;
- Comhairle nan Eilean Siar has indicated that works are anticipated to be required to the port infrastructure supporting the Sound of Barra and Sound of Harris services around this time, subject to a fuller assessment;
- Mallaig Harbour Authority (MHA) has indicated that significant works will be required to the port assets supporting ferry services; MHA has published ambitious proposals for the future development of the port which would include improved facilities for ferry services;
- Planning of “life extension” projects.

As they approach normal working life expiry, replacements should be procured to replace the MV Loch Shira serving Cumbrae, the 3 hybrid vessels introduced in the last decade and the smallest vessel in the fleet, MV Carvorra, which provides the short crossing to Kerrera.

Other CMAL major ports recommended for major investment due to advancing age during Phases 3 and 4 are Coll, Tiree, Colonsay and Wemyss Bay. The planning and delivery of these projects will need to be considered alongside vessel replacement plans but also to support network resilience through the flexible deployment of the future fleets.

During Phases 3 and 4 of this Plan, we will explore vessel life extension projects to smooth the future investment programme and also, in line with commercial and technical feasibility, enable the conversion of vessels to zero/low emission technology.

Phase 4 – 2036-2045

Recommendations for the final decade of the proposed plan could see:

- Continued replacement of vessels as they reach operational life expiry, including MVs Finlaggan and Loch Seaforth;
- Significant port work at Tiree and the completion of projects commenced during Phase 3;
- Lerwick Port Authority has indicated that the main port assets used by the NIFS ferry service will be required to be upgraded during this Phase;
- Life extension options planned in for mid-life of vessels;
- Decarbonisation requirements ahead of 2045 – including those vessels delivered and/or procured in the 2020s;
- The commencement of planning for the replacement of the vessels now due for delivery in the early 2020s.

Phase 4 would see the replacement of MVs Finlaggan (2011) and MV Loch Seaforth (2014). Alongside this – although subject to analysis and decisions closer to the time – we envisage a number of the major vessels (from either or both networks) delivered in the 2020s undergoing “life extension”. This would help smooth the future investment programme and also provide the opportunity for retrofitting of zero emission propulsion – subject to technical and commercial feasibility.

Additional options

While the plan above recommends a core investment programme, there are a number of opportunities to enhance the networks during the life of this Plan that have been identified for further consideration. Some have already been confirmed:

- Resilience vessel for the CHFS major vessel fleet
- Two-vessel summer service for the Little Minch.

Other potential changes to services, with implications for the future investment programme set out in future versions of this Plan, are expected to be identified through:

- Responses to the consultation on this draft Plan
- Impact assessments
- Community Needs Assessments.

Any proposed changes will be subject to Value for Money and affordability. Due to the scale of investment needed to deliver the plan, the opportunity to implement some of these enhancements is likely to come in the longer-term, once the significant investment identified for the next decade to maintain the current network of services has been secured – see section on Investment Prioritisation, above.

Although we aim to finalise this Plan in 2024, the intention is that it is reviewed and fully updated every five years so that there is always a 20-25 year forward look. However, it is also intended that the Plan is refreshed every two to three years to reflect changes – recognising that this Plan is dynamic not static – see the above section on “Monitoring and Review”.

Next steps

This draft Vessels and Ports Plan is published with a series of questions. All responses are welcome.

The Vessels and Ports Plan will be finalised in response to public consultation and engagement and informed by relevant policy developments in other areas of Government. It will form part of the overall Islands Connectivity Plan alongside the other elements set out in the Strategic Approach paper.

Annexes

Annex A – ICP Vision, Priorities and Outcomes

Our Vision:

Scotland's ferry services supported by other transport services, will be safe, reliable, affordable and inclusive for residents, businesses and visitors enabling connectivity, sustainability and growth of island and peninsula communities and populations.

Our Vision is underpinned by four Priorities, each with three associated Outcomes, which address the key issues identified by our island and rural communities.

Priority 1: Reliable and Resilient

Reliable and resilient ferry services that meet the needs of communities and businesses and support the transition to a well-being economy which is fair, green and growing. Our ferry services:

- Will be reliable and resilient: to provide certainty on how long a journey will take, and that it will be a simple and comfortable experience. The confidence we will have in our journey will enable us to plan our lives, access medical services, to get to work on time, access education, to deliver goods efficiently and keep businesses running smoothly.
- Will get people and goods where they need to get to: ferry networks and services will be integrated effectively with other transport modes, helping economic development, and adapting to changing requirements of island communities, businesses and visitors while supporting opportunities for developing and new industries.
- Will be transparent: we will feel included and listened to and we will understand the reasons for decisions being made that affect our daily lives.

Priority 2: Accessible

Ferry services that are accessible and provide easy to use and affordable transport connectivity for all users. Our ferry services:

- Will ensure that our disadvantaged communities and individuals have fair access to ferry services they need. This will include reducing inequalities and

advancing opportunities for equality, including the protected characteristics under the Equality Act 2010.

- Will be easy to use for all: our ferry services will recognise that people have different needs and capabilities and will work to ensure that everyone can use the services with as few barriers as possible.
- Will be affordable: we will consider options that affect people's lives in a way that is affordable and sustainable for ferry users and Government.

Priority 3: Integrated

Ferry services that enable sustainable and active travel choices which support our health and wellbeing, and make our island and other ferry dependent communities great places to live, work and visit. Our ferry services:

- Will be safe and will support people making sustainable and active travel choices which will have a significant positive effect on individual health and physical and mental wellbeing;
- Will support integrated travel choices: better integration between our ferries networks and other modes of transport will be the key when delivering the Strategy – in particular, active and sustainable modes - both on the mainland and those islands or rural communities to which they connect.
- Will help make our island and other ferry dependent communities great places to live, work and visit, supporting the repopulation: by promoting active travel choices we will encourage walking, cycling and public transport usage. This will deliver more social interaction, support local businesses and services and create vibrant communities.

Priority 4: Low carbon

Ferry services that take actions to reduce the negative environmental impact of their operations and help to achieve Scotland's net-zero targets. Our ferry services:

- Will allow people to make travel choices that minimise the long-term impacts on the environment and the wellbeing of future generations: Scotland must transition to a net-zero emissions economy for the benefit of our environment, our people and our future prosperity.
- Will adapt to the effects of climate change: in Scotland we are already experiencing the impacts of climate change and we will adapt our ferry services to remain resilient and reduce the harmful effects on future generations.
- Will help deliver our net-zero target: the Climate Change Act passed by the Scottish Parliament includes an increased ambition to reduce greenhouse gas

emissions to 75% of 1990 levels by 2030, 90% by 2040 and net-zero emissions by 2045. We will outline the pathways to further lowering emissions of ferry services to support the delivery of our net-zero target.

Annex B – Vessels – Clyde and Hebrides

Vessel	Year entered service	Proposed replacement	Owner	Type	Primary route (Summer)	Primary route (Winter)
Isle of Cumbrae	1977	Phase 1	CMAL	Small	Tarbert – Portavadie	Relief cover
Isle of Arran	1984	Phase 1	CMAL	Major	Ardrossan- Brodict / Campbeltown	Relief cover
Hebridean Isles	1985	Phase 1	CMAL	Major	Islay	Islay / Relief cover
Loch Linnhe	1986	Phase 2	CMAL	Small	Spare	Relief cover
Loch Riddon	1986	Phase 2	CMAL	Small	Cumbrae	Relief cover
Loch Striven	1986	Phase 2	CMAL	Small	Lismore	Lismore
Loch Ranza	1987	Phase 2	CMAL	Small	Gigha	Gigha
Isle of Mull	1988	Phase 2	CMAL	Major	Oban-Craignure	Oban- Craignure
Lord of the Isles	1989	Phase 2	CMAL	Major	Mallaig – Lochboisdale	Mallaig / Oban – Lochboisdale
Loch Dunvegan	1991	Phase 2	CMAL	Small	Colintraive- - Rhubodach	Colintraive- - Rhubodach
Loch Fyne	1991	Phase 2	CMAL	Small	Mallaig – Armadale	Relief cover
Loch Buie	1992	Phase 2	CMAL	Small	Iona	Iona
Loch Tarbet	1992	Phase 2	CMAL	Small	Tobermory - Kilchoan	Tobermory - Kilchoan

Vessel	Year entered service	Proposed replacement	Owner	Type	Primary route (Summer)	Primary route (Winter)
Caledonian Isles	1993	Phase 1	CMAL	Major	Ardrossan - Brodick	Ardrossan - Brodick
Isle of Lewis	1995	Phase 1/2 (Note 1)	CMAL	Major	Oban-Castlebay	Oban-Castlebay
Loch Bhrusda	1996	Phase 2	CMAL	Small	Relief	Relief cover
Loch Alainn	1997	Phase 2	CMAL	Small	Sound of Barra	Sound of Barra
Clansman	1998	Phase 2	CMAL	Major	Oban – Coll / Tiree / Colonsay	Oban – Coll / Tiree / Colonsay
Lochnevis	2000	Phase 2	CMAL	Small	Small Isles	Small Isles Mallaig - Armadale
Hebrides	2001	Phase 2 (Note 2)	CMAL	Major	Uig – Tabert / Lochmaddy	Uig – Tabert / Lochmaddy
Loch Portain	2003	Phase 2	CMAL	Small	Sound of Harris	Sound of Harris
Coruisk	2003	Phase 2/3	CMAL	Medium	Mallaig – Armadale	Relief cover
Bute	2005	Phase 3/4	CMAL	Medium	Wemyss Bay - Rothesay	Wemyss Bay - Rothesay
Loch Shira	2007	Phase 3/4	CMAL	Small	Cumbræ	Cumbræ
Argyle	2007	Phase 3/4	CMAL	Medium	Wemyss Bay - Rothesay	Wemyss Bay - Rothesay
AliCat	2000	Phase 1	DML	Passenger	Gourock-Dunoon	Gourock-Dunoon

Vessel	Year entered service	Proposed replacement	Owner	Type	Primary route (Summer)	Primary route (Winter)
Argyll Flyer	2001	Phase 1	DML	Passenger	Gourock-Dunoon	Gourock-Dunoon
Chieftain	2007	Phase 1	CMS	Passenger	Gourock-Kilcreggan	Gourock-Kilcreggan
Finlaggan	2011	Phase 4	CMAL	Major	Islay	Islay
Hallaig	2013	Phase 4	CMAL	Small	Raasay	Raasay
Loch Seaforth	2014	Phase 4	CMAL	Major	Stornoway – Ullapool	Stornoway – Ullapool
Lochinvar	2014	Phase 4	CMAL	Small	Fishnish - Lochaline	Fishnish - Lochaline
Loch Frisa	2015	Phase 4	CMAL	Medium	Oban-Craignure	Oban-Craignure
Catriona	2016	Phase 4	CMAL	Small	Claonaig - Lochranza	Tabert – Lochranza / Portavadie
Carvorra	2017	Phase 4	CMAL	Small	Kerrera	Kerrera

Note 1:

The introduction of 6 new major vessels in Phase 1 will produce opportunities for the deployment of some major vessels (others will be disposed or retained as the “resilience vessel”. Whilst deployment plans remain under review, the expectation is that this would allow for the replacement of the MV Isle of Lewis on the Oban-Castlebay service.

Note 2:

Plan is to replace MV Hebrides with 2 new vessels on the “Little Minch” services with vessel delivery scheduled during Phase 1. MV Hebrides would then be redeployed and herself replaced by the end of Phase 2 (2031).

Annex C – Vessels – Northern Isles

Vessel	Year entered service	Proposed replacement	Owner	Type	Primary route (Summer)	Primary route (Winter)
MV Helliar	1997	Phase 2	CMAL	Freighter	Aberdeen – Kirkwall - Lerwick	Aberdeen – Kirkwall - Lerwick
MV Hildasay	1999	Phase 2	CMAL	Freighter	Aberdeen – Kirkwall - Lerwick	Aberdeen – Kirkwall - Lerwick
MV Hrossey	2002	Phase 3	CMAL	Major	Aberdeen – Kirkwall - Lerwick	Aberdeen – Kirkwall - Lerwick
MV Hjaltland	2002	Phase 3	CMAL	Major	Aberdeen – Kirkwall - Lerwick	Aberdeen – Kirkwall - Lerwick
MV Hamnavoe	2003	Phase 3	CMAL	Major	Scrabster - Stromness	Scrabster - Stromness

Some replaced vessels will be retained to provide short-term stand-by cover for new vessels. Some surplus vessels will also be retained as network-wide “resilience vessels”.

Annex D – Ports – Clyde and Hebrides

Port	Location	Owner	Type
Ardmhor	Barra	CNES	Slip
Ardrossan	North Ayrshire	Peel Ports	Linkspan
Armadale	Sleat, Skye	CMAL	Linkspan
Berneray	Berneray	CNES	Slip
Brodick	Arran	CMAL	Linkspan
Bull Hole	Mull	CMAL	Overnight berth
Campbeltown	Kintyre	ABC	Linkspan
Canna	Canna	NTS	Slip
Castlebay	Barra	CMAL	Linkspan
Claonaig	Kintyre	CMAL	Slip
Colintraive	Cowal	CMAL	Slip
Coll	Coll	CMAL	Linkspan
Colonsay	Colonsay	CMAL	Linkspan
Craignure	Mull	ABC	Linkspan
Cumbræe	Cumbræe	CMAL	Slip
Dunoon	Cowal	ABC	Linkspan
Eigg	Eigg	THC	Slip
Eriskay	Eriskay	CNES	Slip
Fionnphort	Mull	ABC	Slip

Port	Location	Owner	Type
Fishnish	Mull	CMAL	Slip
Gallanach	Near Oban	CMAL	Slip
Gigha	Gigha	ABC	Slip
Gigha berth	Gigha	ABC	Overnight berth
Gourock	Inverclyde	CMAL	Linkspan, Boat steps
Iona	Iona	ABC	Slip
Kennacraig	Kintyre	CMAL	Linkspan
Kerrera	Kerrera	CMAL	Slip
Kilchoan	Ardnamurchan	CMAL	Slip
Kilcreggan	Rosneath	ABC	Pier (no linkspan)
Largs	North Ayrshire	CMAL	Slip
Leverburgh	Harris	CNES	Slip
Lismore	Lismore	ABC	Slip
Lochaline	Morven	CMAL	Slip
Lochboisdale	South Uist	CMAL	Linkspan
Lochmaddy	North Uist	CNES	Linkspan
Lochranza	Arran	CMAL	Slip
Mallaig	Mallaig	MHA	Linkspan
Muck	Muck	THC	Slip
Oban	Oban	CMAL	Linkspan x 2, Slip

Port	Location	Owner	Type
Otternish	Berneray	CNES	Overnight berth
Port Askaig	Islay	ABC	Linkspan, Slip
Port Ellen	Islay	CMAL	Linkspan
Portavadie	Cowal	CMAL	Slip
Raasay	Raasay	THC	Slip
Rhubodach	Bute	CMAL	Slip
Rothesay	Bute	ABC	Linkspan
Rum	Rum	THC	Slip
Sconser	Skye	THC	Slip
Stornoway	Lewis	SPA	Linkspan
Tarbert, Harris	Harris	CMAL	Linkspan
Tarbert, Loch Fyne	Kintyre	TLFHA	Slip
Tayinloan	Kintyre	ABC	Slip
Tiree	Tiree	CMAL	Linkspan
Tobermory	Mull	CMAL	Slip
Uig	Skye	THC	Linkspan
Ullapool	Ullapool	UHT	Linkspan
Wemyss Bay	Inverclyde	CMAL	Linkspan

Annex E – Ports – Northern Isles

Port	Location	Owner	Type
Aberdeen	Aberdeen	Aberdeen Harbour Authority	Linkspan
Lerwick	Shetland	Lerwick Port Authority	Linkspan
Kirkwall	Orkney	Orkney Islands Council	Linkspan
Stromness	Orkney	Orkney Islands Council	Linkspan
Scrabster	Caithness	Scrabster Harbour Trust	Linkspan



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