

Ferries Unit
Aviation, Maritime, Freight & Canals

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By email: [REDACTED]

Our ref: FOI/14/00953

4 July 2014

Dear [REDACTED]

REQUEST UNDER THE FREEDOM OF INFORMATION (SCOTLAND) ACT 2002

Thank you for your request dated 2 June 2014 under the Freedom of Information (Scotland) Act 2002 (FOISA).

You asked the following:

1. *What would be the RET fare for a car (excluding driver) on Western Ferries*
2. *What would be the RET fare for an adult passenger on Western Ferries*
3. *What would be the RET fare for a child passenger on Western Ferries*
4. *What would be the RET fare for an adult passenger on Argyll Ferries*
5. *What would be the RET fare for a child passenger on Argyll Ferries*
6. *What would be the RET fare for a car (excluding driver) be on the Dunoon - Gourock crossing were a vehicle service still to operate*
7. *By how much does the Scottish Government anticipate the introduction of RET will stimulate ferry usage on the routes where it will be introduced in 2015*
8. *Is there a study showing the anticipated effects of RET on the routes on which it will be introduced in 2015 - if so please provide references*

The table below provides notional unrounded RET single fares for the current Western Ferries and Argyll Ferries Ltd routes:

Gourock – Dunoon Notional Unrounded RET Fares, 2013/14 and 2014/15

	Route distance	2013/14 RET fare			2014/15 RET fare		
		Car	Adult passenger	Child passenger	Car	Adult passenger	Child passenger
Argyll Ferries	4.3	£8.44	£2.56	£1.28	£8.67	£2.63	£1.31
Western Ferries	2.5	£7.00	£2.33	£1.16	£7.19	£2.39	£1.19

Note: The 2013/14 fares in the table above were calculated by Transport Scotland Analysts using the RET formula in place from 2013/14 onwards and are unrounded. The 2014/15 fares are calculated by uplifting the unrounded 2013/14 fares by the 2014/15 general fares increase of 2.7%. The child fare has been assumed to be exactly half the adult fare.

We cannot foresee to what level the introduction of RET will stimulate usage on routes and we hold no study showing the anticipated effects.

The 'Assessment of the Impact of the Road Equivalent Tariff Pilot', completed by Halcrow Group Limited in July 2011, found that during the Western Isles, Coll & Tiree pilot beginning in 2008, passenger carryings increased by 20% in the first two years of the pilot, and car carryings by over 30%. This was on the basis of some fairly substantial reductions in fares on these routes with the introduction of RET.

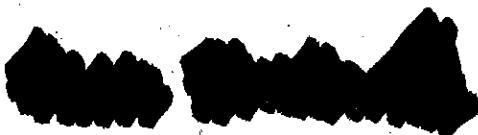
We are continuing to monitor the effect of the roll out of RET to Islay, Colonsay and Gigha in October 2012 and will monitor the effect on Arran from October 2014.

Your right to request a review

If you are unhappy with this response to your FOI request, you may ask us to carry out an internal review of the response, by writing to David Middleton, Chief Executive, 8th Floor, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF. Your review request should explain why you are dissatisfied with this response, and should be made within 40 working days from the date when you received this letter. We will complete the review and tell you the result, within 20 working days from the date when we receive your review request.

If you are not satisfied with the result of the review, you then have the right to appeal to the Scottish Information Commissioner. More detailed information on your rights is available on the Commissioner's website at: www.itspublicknowledge.info

Yours sincerely

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Policy Officer