

Ferries Plan 2013-2022 - Progress

1. The Ferries Review was conducted over 2008 – 2012. The Ferries Plan was published in December 2012, and set out the strategic approach for ferry services in Scotland until 2022. The aim was to deliver first class sustainable ferry services to communities, stimulating social and economic growth across Scotland.

2. The Ferries Plan's purpose was to:
 - develop a shared vision and outcomes for lifeline ferry services in the context of the Purpose, Economic Strategy and National Transport Strategy;
 - analyse current lifeline ferry services/ network, identifying how well it meets the proposed outcomes and how it links to the rest of our transport network;
 - inform the Scottish Government's long-term plan for lifeline ferry services in Scotland and influence the next round of procurement of ferry services;
 - identify policies to be taken forward to deliver the long term plan, including the planned investment framework.

3. The Plan made the budget pressures clear with progress subject to future Spending Review commitments. The Ferries Plan made short-term, medium-term and longer-term recommendations regarding:
 - where investment should be focussed to make improved connections for island and remote rural communities;
 - improving reliability and journey times;
 - seeking to maximise opportunities for employment, business, leisure, tourism;
 - promoting social inclusion.

Progress to date with delivery

4. All short-term proposals on routes and services improvements have been met including:
 - Increasing sailings for Arran;
 - A new ferry service from Ardrossan to Campbeltown;
 - A new Mallaig – Lochboisdale service;
 - Improved winter services for Coll, Tiree, Barra and South Uist;
 - Significantly improved service to the Small Isles;

- Extending the operating day on the Colintraive-Rhubodach service; and
- Introducing a service on a Saturday from Colonsay to Kennacraig.

5. All of the longer-term commitments are in progress and on track to be delivered.

Clyde and Hebrides Ferry Contract

6. A new 8-year Clyde and Hebrides Ferry Services contract was awarded to CalMac and commenced 1 October 2016.

Road Equivalent Tariff

7. RET was fully rolled out across the Clyde & Hebrides network on 25 October 2015. Evaluations of the rollout of RET to the pilot areas have been conducted and have shown a positive impact on island economies.

8. An overarching policy for freight fares is being developed

9. The Kerrera ferry service has been bought into the CHFS network.

10. Discussions are proceeding with Orkney and Shetland Islands Councils, Argyll & Bute Council, and SPT on the potential transfer of services to TS responsibility, if desired by local government.

Ferries Accessibility Fund

11. We have set up a £500,000 Ferries Accessibility Fund. A 3rd application round is currently underway. £323,000 spent or committed in match funding.

Vessel Replacement and Deployment Plan

12. The first Vessel Replacement and Deployment Plan (VRDP) was published in 2015. An updated Plan was published in December 2016, and a further Plan has just been approved by Ministers for publication:

- £79 million spent on new vessels and £59 million spent on port and harbour infrastructure works since publication of the Ferries Plan in 2012 (financial years 2013/14 to 2017/18);
- Two 100 metre dual fuel ferries are being built, worth £97 million. Glen Sannox launched 21 November 2017;
- Three innovative Hybrid vessels delivered at a cost of £10 million - £12 million each;
- MV Loch Seaforth was delivered – a £42 million vessel;

- Secured the two Northern Isles' freight vessels and in the process of securing the three passenger, vehicle and freight ferries for beyond the current NIFS contract;
- Port infrastructure investment includes £17.8 million towards Ullapool harbour and £8.6 million towards Stornoway harbour;
- Improved ferry facilities at Brodick are due for completion shortly. Transport Scotland is contributing £17.8 million.

Outstanding actions

13. A small number of Ferries Plan commitments are still to be delivered, which are mostly medium to longer term, but includes some on-going discussions related to short term commitments; this is not limited to but includes:

- Small Isles – engaging with community regarding provision of a ‘meaningful return trip to the mainland’;
- Colonsay - provision of a dedicated vessel;
- Lismore – provision of single service.

Transport Scotland
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