

Rural Economy and Connectivity Committee

Budget 2019-20

CMAL - response to follow up questions from the meeting on 26 September 2018

Ferry list

1. List of ferries – their names, ages and routes operated

Answer CMAL

Below is a tabulation of vessels names, ages and routes as requested

Regarding route deployment this rests with CalMac as the Operator but we have listed the routes that are considered the primary route

MAJOR VESSELS

No.	Vessel Name	Year Built	Launched	Entered Service	Age	Route
1	Loch Seaforth	2014	23/03/2013	16/02/2015	3 years / 7 months	Stornoway-Ullapool
2	Finlaggan	2010	30/06/2010	01/05/2011	7 years / 5 months	Islay-Kennacraig
3	Hebrides	2000	02/08/2000	24/03/2001	17 years / 6 months	Lochmaddy-Tarbert-Uig
4	Lochnevis	2000	08/05/2000	20/11/2000	17 years / 10 months	Mallaig-Small Isles
5	Clansman	1998	27/03/1998	04/07/1998	20 years / 2 months	Oban-Coll-Tiree
6	Isle of Lewis	1995	18/04/1995	31/07/1995	23 years / 2 months	Castlebay-Oban
7	Caledonian Isles	1993	25/05/1993	25/08/1993	25 years / 1 months	Ardrossan-Brodick
8	Lord of the Isles	1989	07/03/1989	22/05/1989	29 years / 4 months	Lochboisdale-Mallaig
9	Isle of Mull	1987	08/12/1987	11/04/1988	30 years / 5 months	Oban-Craignure
10	Hebridean Isles	1985	04/07/1985	05/12/1985	32 years / 9 months	Kennacraig-Islay
11	Isle of Arran	1983	02/12/1983	13/12/1984	33 years / 9 months	Brodick-Ardrossan

Average	1996			21 years / 11 months
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INTERMEDIATE VESSELS

No.	Vessel Name	Year Built	Launched	Entered Service	Age	Route
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1	Argyle	2006	12/09/2006	16/05/2007	11 years / 4 months	Rothesay-Wemyss Bay
2	Bute	2005	01/03/2005	11/07/2005	13 years / 2 months	Rothesay-Wemyss Bay
3	Coruisk	2003	03/05/2003	17/08/2003	15 years / 1 months	Craignure-Oban

Average	2005			13 years / 2 months
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SMALL VESSELS

No.	Vessel Name	Year Built	Launched	Entered Service	Age	Route
1	Carvoria	2017	14/08/2017	28/08/2017	1 years / 1 months	Kerrera-Gallanach
2	Catriona	2015	11/12/2015	16/09/2016	2 years / 0 months	Lochranza-Claonaig
3	Lochinvar	2013	23/05/2013	01/12/2013	4 years / 10 months	Lochaline-Fishnish
4	Hallaig	2012	17/12/2012	01/11/2013	4 years / 11 months	Raasay-Sconser
5	Loch Shira	2006	08/12/2006	02/06/2007	11 years / 4 months	Largs-Cumbrae
6	Loch Portain	2003	24/03/2003	05/06/2003	15 years / 3 months	Berneray-Leverburgh
7	Loch Alainn	1997	04/04/1997	08/07/1997	21 years / 2 months	Barra-Eriskay
8	Loch Bhrusda	1996	29/03/1996	08/06/1996	22 years / 3 months	Relief
9	Loch Tarbert	1992	20/02/1992	25/07/1992	26 years / 2 months	Relief
10	Loch Buie	1991	24/10/1991	01/07/1992	26 years / 3 months	Iona-Fionnphort
11	Loch Fyne	1991	12/06/1991	02/08/1991	27 years / 2 months	Mallaig-Armadale
12	Loch Dunvegan	1991	15/03/1991	13/05/1991	27 years / 4 months	Colintraive-Rhubodach
13	Loch Ranza	1986	17/12/1986	16/04/1987	31 years / 5 months	Gigha-Tayinloan
14	Loch Riddon	1986	19/08/1986	04/09/1986	32 years / 0 months	Largs-Cumbrae
15	Loch Linnhe	1986	22/05/1986	04/07/1986	32 years / 2 months	Tobermory-Kilchoan
16	Loch Striven	1986	08/05/1986	04/07/1986	32 years / 2 months	Oban-Lismore
17	Isle of Cumbrae	1976	22/09/1976	04/04/1977	41 years / 5 months	Tarbert-Portavadie

Average	1997			21 years / 1 months
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Investment priorities

2. Do you think the current proportion of investment you receive from the Transport Budget is appropriate to ensure the recent service difficulties experienced in 2018 don't continue?

Answer CMAL

As described in the verbal submission the funding stream in the last 10 years has been £150m for Vessels and £50m for Harbour Upgrades/Projects (this is augmented with £35m from CMAL Revenue Streams) – the average is therefore £20m per year on average from Transport Scotland or £23.5m if including CMAL Capital Contribution.

The Transport Scotland Budget is some £2.4 billion of which ferries has an allocation of some £240m this year therefore 10%. Some 80% or more of the total Ferries Allocation from Transport Scotland on average goes to matters of Ferry Operators Subsidies; therefore leaving 20% or less for Asset Investment.

CMAL has our internal assessment that has a funding requirement of £30m for vessels and £20m for Ports/Harbours each year thus £50m.

If we compare the last 10 year average versus our assessment moving forward then we have received on average 47% of the amount that we would ideally like.

We do not live in a perfect world and there are many competing priorities within the Scottish Governments overall budget – many departments are ring fenced. However if we require modern, resilient and reliable ferry service provision to undertake “Lifeline Ferry Services” then the investment above is what is required in our professional opinion.

We also stated that the life of a ferry in this weather and climate has a life expectancy of 30 years. This indicates that the average age of the fleet should be 15 years whereas it is actually 20.75 years – almost 6 years older , on average, than recommended

There is no “quick fix” regarding the renewal of the ferry fleet. You can see from the tabulation provided in Q1 that in terms of the large ferries there are 4 that are over 30 years old right now.

An additional large ferry is required for Mull and there seems to be a growing desire to have a “spare large ferry” within the fleet for resilience. Therefore even with the delivery of Glen Sannox (FMEL prediction June 2019) and Hull 802 (FMEL prediction March 2020) there is unlikely to be any disposals from the fleet.

If the above assessment plays out then it is only when additional vessels are ordered (over and above the pair that are being constructed at FMEL) and then delivered will we be able to commence selling the older large ferries. If we were given the authority to design and build new large ferries today the process to delivery will take 4 years.

The only vessel that has been agreed upon over and above those currently under construction is for Islay – delivery late 2022 or early 2023.

Investment in Port infrastructure, and Accessibility

3. To what extent are CalMac involved in discussions with Trust, Local Authority and privately owned harbours on decisions related to harbour improvement works?

Answer CMAL

CMAL act as advisors to Transport Scotland regarding other Ports that are not owned by CMAL. There are 25 Ports used on the CHFS Network which are not owned by CMAL. We are involved in discussions and in some instances working groups that have either Trust Ports, Local Authority Ports and Commercial Ports within the scope.

This at the request of Transport Scotland. We also work for some of the other Port Authorities as Project Leaders examples of which are Ullapool and also the forthcoming Lochmaddy improvements.

4. What consideration is given to the needs of people with mobility issues during the design of ferry terminals? In particular if you could respond to concerns expressed by survey respondents that Brodick terminal is not fit for purpose.

Answer CMAL

Ports

All of CMAL's new ferry terminal infrastructure is designed and constructed in compliance with the Equalities Act, and where possible CMAL look to amend existing infrastructure to meet the requirements.

We consult widely during any port upgrades or rebuilds – this is a statutory obligation

The new Brodick ferry terminal was designed and constructed in compliance with the Equalities Act, therefore CMAL refute any suggestions that it is not fit for purpose. In terms of catering for people with mobility issues then the new facilities removes the need to access the vessel up a steep (and non-compliant) gangway, which was present at the old facility. The new terminal does require foot passengers to depart from the first floor, however, there are two lifts in place to access the first floor (as well as stairs) and the passenger access system from the building to the vessel has compliant slopes with a number of rest areas. Additionally, the new facilities allow passengers the comfort of accessing the vessel entirely under cover for the first time.

It has been mentioned to CMAL that the walk from the new terminal to the ferry is long, and while around double the length of the old facilities, the actual distance from the entrance of the ferry terminal to the door of the ferry is only 215m, and a further 50m to/from the bus stances. The reasons for this additional distance to the ferry is due to a number of factors including:

- The need for the pier to be in deeper water (hence further from the shore), to remove the tidal constraint that was on the old facility;
- The orientation of the new pier was optimised to perpendicular to the shore (as opposed to parallel at the old facility) which necessitates walking approximately half way down the pier to access the vessel.

It is also worth considering that when compared to many other public transport interchanges the distance foot passengers have to walk at Brodick is comparable, i.e. – the distance to walk at Ardrossan from the closest end of the railway platform to the ferry is over 200m. At an average walking pace (1.2m/s) the walk at the new Brodick terminal will take around 3 minutes and even at what is considered a very slow pace (0.89m/s) the time is just over 4minutes, which is not considered excessive.

The only new structure that CMAL have constructed that was not compliant with the Equalities Act were the new boat steps installed at Gourock in 2015. These were not compliant due to a number of factors including timescale (following advice that old

steps were becoming unsafe), existing infrastructure constraints and budget constraints.

Vessels

For new ferries we actively consult with the local access panels during the design stage. Our aim is incorporate “best practice” where possible.

Some of the improvements which are included in the new vessel design:

The new vessels under construction at FMEL will have a total of 4 passenger lifts, giving access to all passenger spaces. All passenger lifts will have clear turning space on entrance and exit to lift. Furthermore, each lift will have an induction loop fitted.

There will be 4 main access stairways from the vehicle deck to the main passenger deck.

There will be 2 accessible toilets, one which will be fully accessible and will follow the guidelines of a changing place toilet and will include: a height adjustable bench, a hoist and sling, storm rails, and other necessities that are found in an accessible toilet. Both toilets have powered sliding doors for ease of access.

Designated wheelchair spaces will be marked around the vessel. These will be easily identified by a sign.

The cafeteria will include 4 Height Adjustable Tables, which will be controlled electronically and will seat a mixture of 2 to 4 persons. Double height counters to be included at retail outlet, shop and servery

All main passageways in the passenger accommodation will all have a minimum clear width of 900mm. This allows sufficient space for a wheelchair to pass through without being obstructed. This also applies to the vessels retail areas such as the Shop and Servery.

TV monitors will be fitted in the main passenger lounge and will visually present safety information.

5. Do you have any information about the numbers of passengers with mobility issues (as noted by CalMac in their submission, which states the numbers have increased)? What consultation has there been with disability groups? What improvements do you think need to be made across the fleet, both in ports and ferries, and how much extra finances would be needed to fund this?

Answer CMAL

CMAL do not have access to these figures as it relates to passengers which are the primary responsibility of the Ferry Operator.

However anecdotally with an aging population there is an increasing number of passengers with accessibility needs. Wherever possible whilst developing new facilities such as Vessels, Ports and Harbours we endeavour to incorporate “best practice” as facilities are designed to deliver services for decades to come.

Impact of Road Equivalent Tariff (RET) fares

6. Survey respondents offered a number of suggestions to modify RET. How would you like to see the tariff develop in future bearing in mind the increased pressure of vehicular traffic on island infrastructure and around ports/harbours?

Answer CMAL

There is no doubt that RET has brought many benefits to the Island Communities that we serve. The growth in number of passengers and cars has been impressive and one assumes that this was an “intended consequence” in order that the island communities could take advantage of growth, spend and arrest the issues of depopulation amongst others?

However one consequence of this from an asset owning perspective is that the vessels and ports are costing significantly more to maintain. Incrementally each passenger, car or freight vehicle that is carried has an impact of increased wear and tear. In other words the additional intense usage of the assets means that they need to be replaced at a greater frequency and this has an increased cost to the service.

There is no mechanism in place for demand management and therefore the most popular sailings have a tendency to be oversubscribed with the associated disappointment.

Equally it is also the case that the interconnecting infrastructure has the same pressures of increased usage and the consequential accelerated deterioration.

7. What involvement will you have in Transport Scotland’s upcoming review of RET in 2019?

Answer CMAL

At this point in time the role of CMAL has not been specified regarding the upcoming review of RET. I would assume there will be consultation on a wide basis but CMAL is likely to have a “light touch”.

Changes to the application of EU state aid and procurement rules

8. What are your views on Transport Scotland’s interim report on the Ferry services procurement policy review?

Answer CMAL

We are only party to information that is in the Public Domain. Whilst there may be a desire on behalf of Unions and/or Scottish Government to alter or abolish the tendering

arrangements it will be difficult to address the 4 pillars that led to Tendering Processes being introduced.

CMAL is in a position to focus all of its efforts on the long term strategic investments in Assets without the potential “day to day” concerns about external factors such as weather related delays – we see this a real advantage.

We also understand that the opinions of the Island Communities will also be taken into account regarding tendering and the perceived advantages or not as the case may be.

9. What impact do you think changes in the application of EU state aid rules will have on procurement of ferry services?

Answer CMAL

A moot point until such times as the answer to Q8 above emerges.

We are not aware of any changes to State Aid Rules that are under consideration unless the UK emerges from Brexit Negotiations with a “no deal”. Again this is simply an unknown factor.

Kevin Hobbs
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