



Operators of Caledonian MacBrayne



Caledonian MacBrayne
Hebridean & Clyde Ferries

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New Islay Vessel – Pre-Public Engagement Q&A Document

Please check through the list and if your question and suitable response is not included please let us know at: islayvessel@cmassets.co.uk

#	Question	Answer
1.	When will the new ferry be ready?	Current planning date for vessel delivery is Winter 2023.
2.	When will work start on the new vessel?	Work has begun through a project working group which consists of CMAL, Transport Scotland (TS) and CalMac. The project is currently at the feasibility analysis stage.
3.	Who is responsible for designing and building the ship? What is CMAL's and TS role and what input do CalMac have to this process?	The feasibility study is being led by CMAL who are currently working with Naval architecture consultants and other specialist consultants. CalMac provide input on all operational aspects. TS are the senior client and main funders. The successful shipyard will be responsible for the design, build, commissioning and delivery of the new vessel. CMAL will be responsible for managing the shipbuilding contract, with CalMac preparing for operational readiness.
4.	How long will the feasibility study take?	The feasibility study is planned to be completed by end of September 2020.

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5.	Will the new vessel be built at Ferguson Marine now that the Scottish Government have taken it over?	Adverts will be placed in the Official Journal of the European Union and on the Public Contracts Scotland advertising portal to maximise exposure of our tender.
6.	Will the new vessel be bigger than Finlaggan?	The main particulars of the new vessel are being investigated. Some upgrades are being considered in order to increase the capacity and improve the efficiency of the new vessel.
7.	Will the new vessel have a higher vehicle and commercial carrying capacity than MV Finlaggan?	Final dimensions of the new vessel have yet to be decided however, if the new vessel is larger than MV Finlaggan then it is expected to have more flexible vehicle deck options.
8.	Will the new vessel have a higher passenger capacity than MV Finlaggan?	The vessel is expected to have a lesser passenger carrying capacity compared to MV Finlaggan, however there will still be sufficient capacity for the needs of the route. The capacity will consider historical and future projections.
9.	Will an overnight freight service be provided?	Options to operate the vessel over a 24-hour period are being analysed and findings will be communicated at a later date.
10.	Will the vessel be able to take drop trailers?	At this time there is insufficient space available at the Islay ports to support full drop trailer operations, and we are aware of the challenges with the existing marshalling areas. CMAL are undertaking studies to identify additional marshalling capacity at Port Ellen, based on current operational practices.

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11.	Will the vessel be able to carry dangerous goods? What about the changes expected in the distilleries, particularly expected usage of CNG?	The new vessel will be designed with an open vehicle deck as per MV Finlaggan.
12.	Will the new vessel use LNG? If LNG is used, how will the LNG be delivered/ supplied to the ferry?	Fuel and emission studies are being carried out as part of the feasibility studies for the new vessel. Currently LNG is available from the Isle of Grain. If LNG was to be used as the new vessel's primary fuel, an LNG storage tank would be considered for Kennacraig.
13.	Will the ship's engines and generators be run overnight in port?	MV Finlaggan currently runs one generator to power the ship overnight in port. Options to use shore power at each of the three main ports are being investigated.
14.	Will the crew live on-board like other major vessels? Why can't crew just be recruited locally?	As with other major vessels within the fleet, the crew required to operate the current timetable will live onboard. Over 70% of CalMac's staff of around 1,650 are already based in our island and coastal communities, however recruiting an exact mix of staff within a daily commutable distance would be challenging. The timetables and flexibility built within the service to provide resilience also creates constraints that are difficult to overcome.
15.	Has a catamaran been considered for the new vessel?	Given the operational requirements a Catamaran design is not feasible.
16.	What operational requirements render catamarans unfeasible? Why do CalMac continue with traditionally built single hull vessels?	The use of catamarans compared with mono-hull vessels is an on-going discussion and there are differing views on the benefits and suitability of these vessels for some network routes in Scottish waters. The new ferry is expected to replace the MV Hebridean Isles and will complement the MV Finlaggan, although it will be designed with a clear focus on freight, and sufficient passenger accommodation will be designed to meet anticipated demand. The designers are currently carrying out feasibility studies for a vessel to cater for the high freight demand for the Islay

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		service, considering a number of key factors which will influence the type and specification of a vessel.
17.	What facilities will the new vessel have for passengers?	Stakeholders/ communities will be consulted to provide comments on the passenger facilities of which all options will be considered by the Steering Group. At this stage one retail outlet, a Mariner's Cafeteria, is being considered.
18.	Will there be a quiet lounge on the new vessel?	A quiet lounge will be provided.
19.	Will there be a designated area for pets within the passenger accommodation?	Designated pet areas will be provided.
20.	Will the new vessel meet modern accessibility requirements?	The new vessel will be designed to meet modern accessibility requirements such as DPTAC as well as MCA guidelines. The new vessel will be designed with passenger lifts to allow access from the vehicle deck to all passenger decks/areas. Other features such as a changing place, double height counters, clear passageways, accessible height tables, quiet lounge/ space, induction loop system, dedicated wheelchair spaces, and electric powered doors will also be provided. There will be further engagement with communities and accessibility panels.
21.	Will the new vessel have less disruption than the existing vessels? Will the new vessel divert to Port Askaig as often as the current vessels?	<p>Disruption is not solely due to vessel capability but berth exposure. Swell can cause excessive movement at the berth for safe gangway and linkspan operations.</p> <p>The new vessel is expected to be at least as reliable as MV Finlaggan.</p>

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22.	Will there be a change in timetable?	The new vessel is being considered to operate on the MV Finlaggan's current timetable with MV Finlaggan moving to operate on the MV Hebridean Isles timetable. Therefore, the current timetable is not expected to change.
23.	Will the new vessel be deployed anywhere else within the network?	The new vessel is to be deployed on the Islay route replacing MV Hebridean Isles. However, all vessels are fleet assets – this contributes to the resilience of the network as a whole. As with any vessel, she may be deployed to other routes on either a temporary or permanent basis during her long operating life.
24.	What will happen to MV Hebridean Isles when the new vessel starts on service?	No decisions have yet been taken on the future of MV Hebridean Isles.
25.	Will the vessel be able to cope with the forecasted vehicle and freight demands on the route?	The introduction of the new vessel will provide additional capacity on the route alongside the MV Finlaggan. However, if growth projections currently being forecasted by the local distilleries materialises; capacity may become constrained earlier than expected during peak periods. The Vessel Replacement and Deployment Plan (VRDP) noted that, based on an assumption that the new vessel would have the same vehicle deck capacity as the MV Finlaggan, that additional capacity would be needed before the end of the 2020s if all forecast demand was to be satisfied. The VRDP set out a number of options to address this including additional capacity on the new vessel (including overnight freight sailings) but also committed to a strategic look at longer-term options; this will be carried out as part of the work to produce a successor to the current Ferries Plan (2013-2022).
26.	Will the deployment of the new vessel mean a fully two-vessel year-round service will be delivered?	There is no commitment to a year-round two-vessel service. Future service levels and timetables for Islay will be considered strategically within the whole CHFS network, as part of the work to produce the successor to the current Ferries Plan (2013-2022).
27.	Will there be a requirement for the second vessel to be diverted elsewhere to provide relief?	Decisions regarding vessel deployment are made for the whole network with a view to maintaining lifeline services using the assets available at that time.

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28.	Will Colonsay still be served by an Islay vessel when the new vessel is introduced?	The current specification set by Transport Scotland is for the new vessel to replace MV Hebridean Isles which would see Colonsay continue to be served.
29.	Will there be any works at the ports?	Feasibility studies are currently being carried out. Details of any potential disruptions to port operations and service continuity plans will be communicated with all stakeholders when details are fully understood.
30.	<p>Why do we need such a big ferry? I have suggested on many occasions that two smaller ferries using our seaboard like a motorway is what we need.</p> <p>Two smaller ferries carrying, freight, cars & passengers, offering tea, coffee etc; would be acceptable for a two-hour journey. Yes /No?</p>	<p>Analysis and forecasting undertaken by the Islay steering group has revealed that a two smaller vessel option would not be feasible to meet the requirements of the route. This option would also require significant timetable alterations as well as incurring additional costs for vessel operations.</p> <p>The steering group will be engaging with stakeholders to gain their input on passenger facilities on-board the new vessel which includes the retail offering.</p>
31.	A two-ferry service for passengers and cars using our seaboard like a motorway would work if you included a freight only (extra ferry). Timetable alterations happen often with the existing fleet and any additional costs incurred should be met by the Scottish Government.	<p>Our CHFS2 timetables are reviewed bi-annually, there is a process for consultation with the communities, however, we also monitor performance throughout the year and can submit operational requests based on this data. We can also be responsive to changes within other transport operators' timetables if it impacts connections.</p> <p>Within the bi-annual process community representatives submit requests which CFL collate in high level feasibility assessment and share with TS. TS then decide which requests they would like us to consider further and CFL submit detailed impact assessments to help inform decision making. Ministers ultimately make the final decisions and CFL will relay the decisions back to the communities. Once a timetable is published the process begins for the next season.</p>