

Caledonian MacBrayne
Clyde & Hebridean Ferries

Future Craignure – Oban Vessel Deployment Options

Consultation

January, 2026



Welcome – Board 2



We welcome you and thank you for taking the time to attend this public consultation event. This session seeks to gain your views on the baseline strategic vessel deployment, disposal and cascade plan, specifically your views of future vessel deployment for the Craignure - Oban service, until the new Mull vessels are delivered (circa 2030).

Please read the boards and annexes at your leisure. CalMac, CMAL and Transport Scotland colleagues will be available to assist with any queries throughout.

For any comments and feedback, feedback forms supplied or alternatively please email mullvesseldeployment@calmac.co.uk by 1 March 2026.



Scope – Board 3

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Overview and Background – Board 4

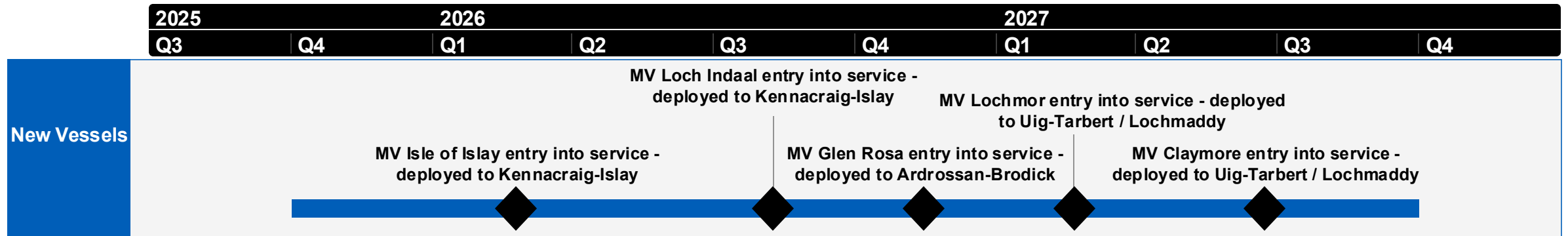


- CalMac issued the baseline Vessel Deployment, Disposal and Cascade Plan (VDD&CP)
- This aligns to Island Connectivity Plan (ICP) Vessels and Ports Plan
- This plan sets out a baseline view of how our major vessels will be deployed across the network through to 2028.
- This plan is not final – it is an initial draft that we are publishing to invite discussion and collaboration.
- We want to shape the final version through meaningful engagement and consultation, and that is why we are here today
- We are keen gather community views on these plans and understand your priorities
- All affected communities, whether directly or indirectly by vessel cascade or deployment. will be consulted before any final decisions are made.
- We commit to giving updates on the progress
- Our goal is to ensure that vessel changes reflect community feedback and support wellbeing and connectivity



Deployment Plan – Board 5

- Over the next four years, we will deploy a series of new vessels to improve capacity, reliability and resilience. These deployments are carefully planned to align with infrastructure readiness, service demand, and community priorities.
- The following major vessels are scheduled to enter service between 2026 and 2028:



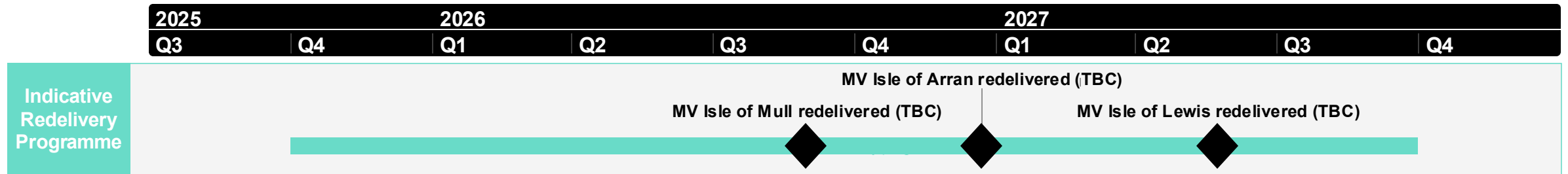
- The introduction to service of MV Glen Rosa will result in a vessel cascade which could change deployment on Craginure – Oban.
- Each deployment option is supported by a detailed assessment of route needs, vessel capability, and operational readiness.



Redelivery Principles and Indicative Programme – Board 6

Our approach to deciding vessel redelivery (removal from service) is guided by the following principles:

- Prioritise older vessels to reduce the risk of unplanned breakdowns and service disruption.
- Engage with affected communities to understand local impacts and explore alternative options.
- Maintain resilience by retaining vessels to support maintenance or contingency planning.
- Ensure environmental compliance through responsible disposal or repurposing.
- Redelivery is not a one-size-fits-all process. Each vessel is assessed individually, and decisions are made in the context of wider network needs.
- The following vessels are currently identified for potential redelivery between 2026 and 2028:



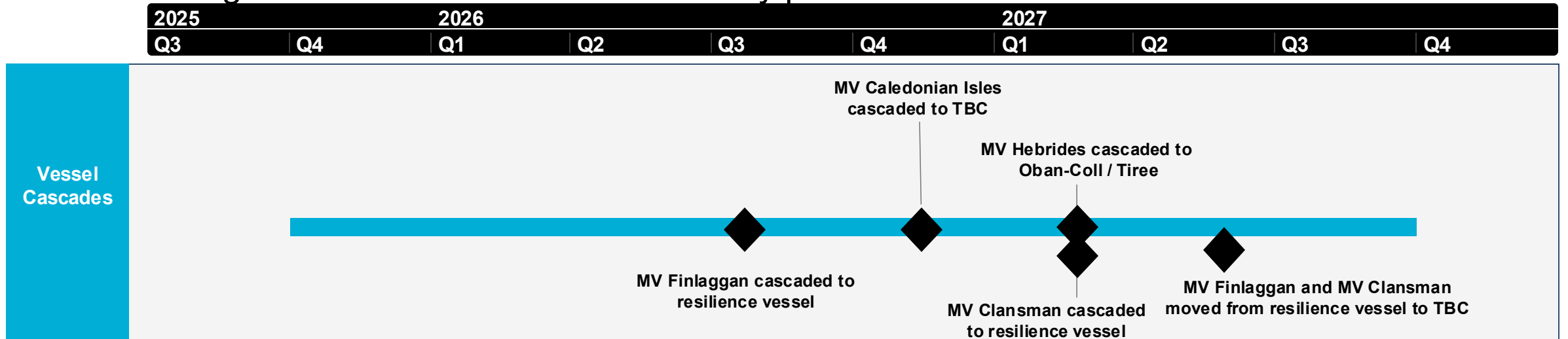
- As MV Isle of Mull has been identified as potential vessel for redelivery, this consultation with communities is required to ensure local views and needs are taken into consideration.
- Once this is completed a recommendation will be made to Ministers on vessel redelivery.



Cascade Principles and Indicative Programme – Board 7

Our approach to cascade planning is guided by:

- Maximising operational value of existing vessels.
- Improving service reliability on routes with older or less capable vessels.
- Supporting community needs through targeted redeployment.
- Maintaining flexibility to respond to changing demand or disruption.
- Infrastructure compatibility, crew availability, and seasonal service patterns
- The following cascade movements are currently planned:



- As MV Isle of Mull is identified as potential redelivery, a cascade of existing vessel being considered.



Ports – Board 8

- The ports and infrastructure we operate to are owned and maintained by third parties. Details are below for the two ports specific to this route:
 - **Craignure**
 - Port is owned by Argyll and Bute Council (A&BC)
 - A&BC are progressing the Craignure Pier Development project including replacing the Passenger Access System (PAS), due for completion early 2029.
 - **Oban**
 - Port is owned by CMAL
 - The service berth for Craignure – Oban route is Oban 1
 - CMAL are progressing a project to upgrade Oban 1 to accommodate a wider range of vessels. The current programme expectations are that the earliest construction start date for this work would be late 2028, subject to the potential construction plans for Craignure.
- Once these works are completed this will increase the range of vessels that can be deployed on the Craignure – Oban service.



Baseline Plan and Options – Board 9

- The baseline plan outlines potential redelivery of MV Isle of Mull and subsequent vessel cascade options
- The alternative option of retaining MV Isle of Mull is also being considered.

Options	
1	Redeliver MV Isle of Mull
1A	• Deploy MV Caledonian Isles
1B	• Deploy MV Clansman
1C	• Deploy MV Hebrides
1D	• Deploy MV Isle of Arran
1E	• Deploy MV Finlaggan
1F	• Deploy MV Lord of the Isles
1G	• Deploy Islay Class vessel
2	Retain MV Isle of Mull

- Some options have vessel/operational/infrastructure blockers (listed in the following boards) which could impact reliability/frequency of services to Mull and other parts of network.
- For all options, the full network impact and resilience vessel needs to be confirmed.

Options and Impacts – Board 10



Option 1 – Redeliver MV Isle of Mull	
Vessel Age & Condition	<ul style="list-style-type: none">• Built in 1987 (39 years old)• Exceeding expected service life as such there is an increasing risk of a major unplanned outage, with potential impacts on service
Service Continuity	<ul style="list-style-type: none">• If redelivered, MV Isle of Mull will be removed from service 7 weeks before MV Glen Rosa is delivered. This time is for vessel redelivery activities and crew familiarisation on the new vessel.• Interim deployment solution may be required should this option progress

Options and Impacts – Board 11



Option 1A - Deploy MV Caledonian Isles to Craignure – Oban (Baseline Plan)

<p>Vessel Age & Condition</p>	<ul style="list-style-type: none"> • Built in 1992 (34 years old) • Exceeding expected service life, although was subject to substantial works associated with structural steel in the last few years. Even with these investment works and required works completed at overhauls, there is an increasing risk of a major unplanned outage, with potential impacts on service.
<p>Vessel Fit</p>	<ul style="list-style-type: none"> • Craignure: While suitable fit achieved, poor mooring leads could impact service resilience. Bow in operations can utilise the PAS however, vessel will need to operate stern in due to bow in operations required at Oban 1 • Oban 1: Suitable for bow in operations and overnight berthing. PAS interface review ongoing to determine if connection is feasible.
<p>Capacity & Utilisation</p>	<ul style="list-style-type: none"> • 13% decrease in car carrying capacity with no mezz • 5% increase in passenger capacity • Forecasted average utilisation for 2027 (with no mezz): 86%
<p>Freight</p>	<ul style="list-style-type: none"> • Current freight can be shipped
<p>Weather Resilience & Technical Cancellations</p>	<ul style="list-style-type: none"> • MV Caledonian Isles weather resilience may decrease due to poor mooring leads in Craignure • 4.5% of scheduled sailings were disrupted due to technical issues in 2023
<p>Timetable</p>	<ul style="list-style-type: none"> • Not able to meet current timetable due to no PAS interface so passengers required to access/egress via car deck.

Options and Impacts – Board 12



Option 1B – Deploy MV Clansman to Craignure – Oban	
Vessel Age & Condition	<ul style="list-style-type: none"> • Built in 1998 (28 years old) • Nearing the end of her service life
Vessel Fit	<ul style="list-style-type: none"> • Craignure: Suitable operational fit achieved and vessel has operated on the route. Can interface with PAS when berthing stern in. Overnight berthing not possible due to poor mooring leads. • Oban 1: Suitable operational fit achieved, although no interface with PAS. Overnight berthing not possible due to no suitable crew gangway options.
Capacity & Utilisation	<ul style="list-style-type: none"> • 11% (no mezz decks) increase in car carrying capacity • 33% decrease in passenger capacity • Forecasted average utilisation 2027: 73% (no mezz decks)
Freight	<ul style="list-style-type: none"> • Current freight can be shipped and benefit of increased range of dangerous goods that can be shipped due to open car deck
Weather Resilience & Technical Cancellations	<ul style="list-style-type: none"> • Demonstrated reliable performance in adverse weather conditions on this route • 3% of scheduled sailings were disrupted due to technical issues in 2023
Timetable	<ul style="list-style-type: none"> • Not expected to be able to maintain the current timetable

Options and Impacts – Board 13



Option 1C - Deploy MV Hebrides to Craignure - Oban

Vessel Age & Condition	<ul style="list-style-type: none"> • Built in 2001 (25 years old) • Will be nearing the end of her service life in 5 years
Vessel Fit	<ul style="list-style-type: none"> • Craignure: Suitable operational fit achieved, vessel has operated the route. Can interface with PAS when berthing stern in. Overnight berthing not possible due to poor mooring leads. • Oban 1: Suitable operational fit achieved, although no interface with PAS. Overnight berthing not possible due to no suitable crew gangway options.
Capacity & Utilisation	<ul style="list-style-type: none"> • 11% increase in car carrying capacity (with no mezz decks) • 36% decrease in passenger capacity • Forecasted average utilisation 2027: 73% (with no mezz decks)
Freight	<ul style="list-style-type: none"> • Current freight can be shipped and benefit of increased range of dangerous goods that can be shipped due to open car deck
Weather Resilience & Technical Cancellations	<ul style="list-style-type: none"> • Demonstrated reliable performance in adverse weather conditions on this route • 1% of scheduled sailings were disrupted due to technical issues in 2023
Timetable	<ul style="list-style-type: none"> • Not expected to be able to maintain the current timetable

Options and Impacts – Board 14



Option 1D – Deploy MV Isle of Arran to Craignure - Oban

Vessel Age & Condition	<ul style="list-style-type: none"> • Built in 1983 (43 years old) • Exceeding expected service life as such is identified as a potential vessel for redelivery
Vessel Fit	<ul style="list-style-type: none"> • Craignure: Suitable fit with no PAS interface, frequently operates the service when required • Oban1: Suitable fit with PAS interface, frequently operates the service when required
Capacity & Utilisation	<ul style="list-style-type: none"> • 10% decrease in car carrying capacity • 54% decrease in passenger capacity • Forecasted average utilisation 2027: 84%
Freight	<ul style="list-style-type: none"> • Current freight can be shipped and benefit of increased range of dangerous goods that can be shipped due to open car deck
Weather Resilience & Technical Cancellations	<ul style="list-style-type: none"> • Exceeding expected service life as such there is an increasing risk of a major unplanned outage, with potential impacts on service • Weather resilience decreased due to being under powered • 19.5% of scheduled sailings were disrupted due to technical issues in 2023
Timetable	<ul style="list-style-type: none"> • Expected to be able to maintain the current timetable

Options and Impacts – Board 15



Option 1E - Deploy MV Finlaggan to Craignure - Oban	
Vessel Age & Condition	<ul style="list-style-type: none"> Built in 2011 (15 years old) Still within her service life
Vessel Fit	<ul style="list-style-type: none"> Craignure: Desktop assessment suggests suitable operational fit achieved when berthing stern in but does not interface with PAS. Overnight berthing not possible due to poor mooring leads. Oban 1: Desktop assessment suggests suitable operational fit achieved when berthing bow in and interface with PAS. Overnight berthing expected to be suitable. Berthing trial required to allow robust assessment.
Capacity & Utilisation	<ul style="list-style-type: none"> 10% (with no mezz deck) decrease in car carrying capacity 43% decrease in passenger capacity Forecasted average utilisation 2027: 84% (no mezz deck)
Freight	<ul style="list-style-type: none"> Current freight can be shipped and benefit of increased range of dangerous goods that can be shipped due to open car deck
Weather Resilience & Technical Cancellations	<ul style="list-style-type: none"> Demonstrated reliable performance in adverse weather conditions 3.45% of scheduled sailings were disrupted due to technical issues in 2023
Timetable	<ul style="list-style-type: none"> Not expected to be able to maintain the current timetable due to lack of PAS interface at Craignure

Options and Impacts – Board 16



Option 1F – Deploy MV Lord of the Isles to Craignure - Oban

Vessel Age & Condition	<ul style="list-style-type: none"> • Built in 1988 (38 years old) • Exceeding expected service life as such is identified as a potential vessel for delivery
Vessel Fit	<ul style="list-style-type: none"> • Craignure and Oban: Suitable operational fit achieved, operates the service when required. Only able to utilise the PAS in Oban.
Capacity & Utilisation	<ul style="list-style-type: none"> • 21% decrease in car carrying capacity • 73% decrease in passenger capacity • Forecasted average utilisation 2027: 91%
Freight	<ul style="list-style-type: none"> • Current freight can be shipped and benefit of increased range of dangerous goods that can be shipped due to open car deck
Weather Resilience & Technical Cancellations	<ul style="list-style-type: none"> • Exceeding expected service life as such there is an increasing risk of a major unplanned outage, with potential impacts on service • Weather resilience is comparable to MV Isle of Mull • 9% of scheduled sailings were disrupted due to technical issues in 2023
Timetable	<ul style="list-style-type: none"> • Not expected to be able to maintain the timetable operating as primary vessel

Options and Impacts – Board 17



Option 1G – Deploy Islay Class vessel (from 2029 – dependent on completion of harbour upgrades)	
Vessel Age & Condition	<ul style="list-style-type: none"> Built in 2026/2027
Vessel Fit & PAS/Gangway Interface	<ul style="list-style-type: none"> Craignure: Desktop assessment suggests a possible fit stern in however vessel displacement is more than the safe operating limit of current pier. Oban 1: Unable to deployed until project works completed Service plan could be reviewed on completion of harbour upgrades
Capacity & Utilisation	<ul style="list-style-type: none"> 4% (no mezz deck) increase in car carrying capacity 53% decrease in passenger capacity Forecasted average utilisation 2027: 76%
Freight	<ul style="list-style-type: none"> Current freight can be shipped, likely to result in increased range of dangerous goods that can be shipped due to open car deck
Weather Resilience & Technical Cancellations	<ul style="list-style-type: none"> Vessel not in service yet therefore no data available
Timetable	<ul style="list-style-type: none"> Not expected to be able to maintain the current timetable

Options and Impacts – Board 18



Option 2 – Retain MV Isle of Mull

Vessel Age & Condition	<ul style="list-style-type: none">• Built in 1987 (39 years old)• Works required to retain the vessel in service until the delivery of the new Mull vessels (circa 2030), would result in additional off service time due to extended overhauls.• Vessel condition report expected in March 2026 to define scope of works, costs and associated risks.• As the vessel continues to age, even with the required works completed at overhauls, there is an increasing risk of a major unplanned outage, with potential impacts on service continuity.
Capacity & Utilisation	<ul style="list-style-type: none">• Car carrying capacity as per current• Forecasted average utilisation 2027: 79%
Freight	<ul style="list-style-type: none">• Current limitations related to carrying dangerous goods remain due to enclosed car deck
Technical Cancellations	<ul style="list-style-type: none">• 3.5% of scheduled sailings were disrupted due to technical issues in 2023

Thank You, Next Steps and Timelines – Board 19



- Thank you for taking the time to attend and provide any feedback
- All information displayed will be made available on CalMac's website and can be accessed via the QR code
- Please provide any comments today via the feedback clipboards supplied or email mullvesseldeployment@calmac.co.uk by 1 March 2026
- Feedback will be collated, analysed by the tripartite and used to inform deployment options and redelivery recommendations
- We will publish a summary of consultation outcomes and explain how community input has influenced the plan



Timelines

- 1 March 2026 – Feedback via email closes
- 31 March 2026 – MV Isle of Mull Vessel condition assessment report complete
- 30 April 2026 – Options paper with recommendation will be submitted to Transport Scotland
- 30 April 2026 – A summary of consultation outcomes published



Annex 1 – Vessel Capacities – Board 20

- The below table shows the average carrying capacities for each vessel.
- For commercial traffic, this is calculated in high lane meters (HLM). This is the amount of lane meters available for commercial traffic.
- The below table shows the maximum HLM space provided with no other traffic encroaching in this space. For the car capacities this shows the maximum number of cars when not affected by HLM bookings.
- Several vessels in the fleet have a mezzanine (mezz) deck which can be deployed to increase their carrying capacity. This can have an impact on turnaround times. These capacities have been reflected in the table below.

Vessel	Cars	Passengers	Commercial Traffic (HLM)
MV Isle of Mull	63	951	150m
MV Caledonian Isles no mezz deck	55	1000	150m
MV Caledonian Isles 1 mezz deck	71	1000	87m
MV Caledonian Isles 2 mezz deck	88	1000	12m
MV Clansman no mezz deck	70	638	170m
MV Clansman mezz deck	78	638	137m

Annex 1 – Vessel Capacities – Board 21



Vessel	Cars	Passengers	Commercial Traffic (High Lane Meters)
MV Hebrides no mezz deck	70	612	210m
MV Hebrides 1 mezz deck	78	612	181m
MV Hebrides 2 mezz deck	86	612	150m
MV Isle of Arran	57	446	120m
MV Finlaggan no mezz deck	70	550	123m
MV Finlaggan mezz deck	79	550	173m
MV Lord of the Isles	50	259	130m
MV New Islay Class no mezz	66	450	210m
MV New Islay Class 1 mezz (small)	74	450	170m
MV New Islay Class 1 mezz (large)	84	450	120m
MV New Islay Class 2 mezz	92	450	65m

Annex 2 – Vessel Assessment Summary – Board 22



- The below table reflects a summary of the key points outlined in the earlier boards:

	MV IOM	MV Cale Isles	MV Clansman	MV Hebrides	MV IOA	MV Finlaggan	MV LOTI	Islay Class
Vessel Age & Condition								
Oban 1 Berth Fit		Bow in				Bow in		
Oban 1 PAS Fit		TBC				Bow in		
Oban 1 Overnight Berth			Crew gangway	Crew gangway		Bow in		
Craignure Berth Fit		Stern in				Stern in		
Craignure PAS Fit			Stern in	Stern in				
Craignure Overnight Berth		Mooring leads	Mooring leads	Mooring leads		Mooring leads Gangway		
Car Capacity (no mezz)		13% decrease	11% increase	11% increase	10% decrease	10% decrease	21% decrease	4% increase
Passenger Capacity		5% increase	33% decrease	36% decrease	54% decrease	43% decrease	73% decrease	53% decrease
Freight								
Weather Resilience								
Technical Cancellations	3.5%	4.5%	3%	1%	19.5%	3.45%	9%	N/A
Timetable								