

**TRANSPORT SCOTLAND'S VESSEL REPLACEMENT AND DEPLOYMENT
PLAN**

1.0 EXECUTIVE SUMMARY

- 1.1 Transport Scotland published their Vessel Replacement and Deployment Plan (VRDP) in February of this year.
- 1.2 This report provides an update on progress regarding the Council's marine infrastructure including the following ports and/or routes:- Port Askaig, Islay; Craignure, Mull; Lismore; Fionnphort to Iona and Tayinloan to Gigha.
- 1.3 It is recommended that Members consider this report.

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2.0 INTRODUCTION

2.1 Transport Scotland published their Vessel Replacement and Deployment Plan (VRDP) annual report in February of this year. This document reports on the progress which has been made against Transport Scotland's ferry service plans to the end of 2016.

3.0 RECOMMENDATIONS

3.1 It is recommended that Members consider this report.

4.0 DETAIL

4.1 Following the last meeting of the Argyll Islands Strategic Group held on 27th March 2018, the Council Leader, Policy Lead for Communities, Housing, Islands and Gaelic and the Head of Roads and Amenity Services participated in the Islands Transport Forum on 28th March, this meeting was chaired by Humza Yousaf MSP, Minister for Transport and the Islands. Productive discussions were held on a number of matters relating to islands and transport.

4.2 The Chief Executive, Executive Director of Development and Infrastructure and the Heads of Service for Roads and Amenity and Economic Development and Strategic Transportation attended the Islay/Jura Summit on 4th April.

4.3 The Argyll Ferry Infrastructure Group, which includes Transport Scotland, CMAL, Calmac and Argyll and Bute Council are due to meet on 17th May. A verbal update will be given on any significant areas of development at the Argyll Islands Strategic Group on 29th May.

5.2 Members are advised of the latest update on the Council's marine infrastructure, are as follows:-

5.2.1 Port Askaig – feasibility study in place. Ongoing discussion with Transport

Scotland who have publically indicated that the next vessel to be commissioned for Cal Mac is likely to be similar to the Finlaggan and would be deployed to the Islay crossings. This may negate the need to extend the ferry infrastructure to allow for the 105m vessels. However, this is work in progress and to provide resilience overall TS may wish to continue with larger vessels.

- 5.2.2 Craginure – STAG assessment has been commissioned. As part of this process there will be consultation with stakeholders and members of the public. The purpose of the STAG is to explore all options regarding future berthing, marshalling and car park facilities.
- 5.2.3 Iona/Fionnphort – Tenders now received and being assessed. Award due late April/early May. The initial work is to carry out ground investigation which will inform the design of the amended pier facility and also the provision of a breakwater. These proposals will enable overnight berthing to take place and also provide a degree of shelter/protection in adverse weather conditions.
- 5.2.4 Rothesay – Tenders received for the wave screen and backfilling to the pier area (existing area has voids which is compromising the structural integrity – voids have been formed through wave and water action from the boat propellers and bow thrusters). There will be a communication strategy jointly progressed with Cal Mac and the Council which will detail service matters. The contractor will also host an open day and drop in session to help people better understand the scale and complexity of the works being carried out.

6.0 CONCLUSION

- 6.1 Council officers are working closely with Transport Scotland, CMAL and Calmac to ensure that the goals and priorities identified in the VRDP, in relation to the Council's marine infrastructure, remain achievable.

7.0 IMPLICATIONS

- 7.1 **Policy** Considered to be none directly arising from this report.
- 7.2 **Financial** Fees and charges will have to increase to fund the Council's Marine Asset Management Plan.
- 7.3 **Legal** Considered to be none directly arising from this report.
- 7.4 **HR** Considered to be none directly arising from this report.
- 7.5 **Equalities** Considered to be none directly arising from this report.

7.6 Risk Asset management planning reduces the risk of having to repair and maintain existing infrastructure.

7.7 Customer Services Continued consultation with local communities.

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