

**DUNOON TO GOUROCK FERRY SERVICE**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 This report provides Members with a further update on future plans for the Gourock to Dunoon and Gourock to Kilcreggan ferry routes.
- 1.2 The Gourock Harbour Infrastructure & Vessels Project (GHIVP) group was set up by Transport Scotland to achieve '*delivery of new vessels along with harbour infrastructure upgrades at Gourock and, where appropriate, Dunoon and Kilcreggan*'. The project, is led by Transport Scotland (TS) and formed from representatives from CMAL, Calmac, Argyll and Bute Council and Inverclyde Council.
- 1.3 CMAL recently awarded a contract to the consultant Mott MacDonald to produce an Outline Business Case which will consider options for the redevelopment of Gourock ferry terminal. As part of this exercise, Mott MacDonald is currently arranging to gather wave-monitoring information at Gourock. A similar exercise will be carried out at both Kilcreggan and Dunoon.
- 1.4 CMAL's outline programme for delivery of new vessels is attached to the appendix of this report. Delivery of the first vessel is anticipated in early 2024 with a further two vessels to be delivered later that year. Importantly, based on CMAL's programme, the outline specification for the vessels should be available by January 2021.
- 1.5 It is recommended that Members note this report.

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**2.0 INTRODUCTION**

- 2.1 This report provides Members with a further update on future plans for the Gourock to Dunoon and Gourock to Kilcreggan ferry routes.

**3.0 RECOMMENDATIONS**

- 3.1 It is recommended that Members note this report.

**4.0 BACKGROUND**

- 4.1 The Gourock Harbour Infrastructure & Vessels Project (GHIVP) group was set up by Transport Scotland to achieve '*delivery of new vessels along with harbour infrastructure upgrades at Gourock and, where appropriate, Dunoon and Kilcreggan*'. The project, is led by Transport Scotland (TS) and formed from representatives from CMAL, Calmac, Argyll and Bute Council and Inverclyde Council.
- 4.2 Council officers are working closely with members of the group to ensure that all necessary alterations to berthing arrangements, at both Kilcreggan and Dunoon, will be in place prior to the introduction of new vessels.

**5.0 DETAIL**

- 5.1 CMAL recently awarded a contract to the consultant Mott MacDonald to produce an Outline Business Case which will consider options for the redevelopment of Gourock ferry terminal. As part of this exercise, Mott MacDonald is currently arranging to gather wave-monitoring information at Gourock. A similar exercise will be carried out at both Kilcreggan and Dunoon.
- 5.2 CMAL's outline programme for delivery of new vessels is attached to the appendix of this report. Delivery of the first vessel is anticipated in early 2024 with a further two vessels to be delivered later that year. Importantly, based on CMAL's programme, the outline specification for the vessels should be available by January 2021.
- 5.3 As mentioned in previous reports, whilst the group will consider upgrades at both Dunoon and Kilcreggan to suit berthing requirements, the Council as asset

owner, will be responsible for all related decisions and delivery of any proposed schemes at these facilities.

- 5.4 CMAL is currently planning a consultation exercise to allow the public to comment on their proposals.

## 6.0 CONCLUSION

- 6.1 CMAL is currently progressing the Outline Business Case for the redevelopment of Gourrock Ferry Terminal; this work is linked to the provision of three new ferry vessels and, ultimately, to required alterations to berthing arrangements at Council-owned assets at Kilcreggan and Dunoon. Council officers will continue to liaise with TS, CMAL and Calmac.

## 7.0 IMPLICATIONS

- |       |                                               |                                                                                                                                                                                                                           |
|-------|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7.1   | <b>Policy</b>                                 | None directly arising from this report                                                                                                                                                                                    |
| 7.2   | <b>Financial</b>                              | The Council's decision to increase in piers and harbours' fees & charges ensures that future income is sufficient to maintain and develop the Council's marine assets for future years – including Dunoon and Kilcreggan. |
| 7.3   | <b>Legal</b>                                  | None directly arising from this report                                                                                                                                                                                    |
| 7.4   | <b>HR</b>                                     | None                                                                                                                                                                                                                      |
| 7.5   | <b>Fairer Scotland Duty</b>                   |                                                                                                                                                                                                                           |
| 7.5.1 | <b>Equalities – protected characteristics</b> | None directly arising from this report                                                                                                                                                                                    |
| 7.5.2 | <b>Socio-economic Duty</b>                    | None directly arising from this report                                                                                                                                                                                    |
| 7.5.3 | <b>Islands</b>                                | See risk below                                                                                                                                                                                                            |
| 7.6   | <b>Risk</b>                                   | Completed works will reduce requirement to repair and maintain existing infrastructure                                                                                                                                    |
| 7.7   | <b>Customer Services</b>                      | Overall improvement in travel experience and quality of journeys.                                                                                                                                                         |

### **Executive Director with responsibility for Development and Infrastructure:**

Kirsty Flanagan

**Policy Lead:** Cllr Robin Currie

27 October 2020

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# APPENDIX

## Project Target Milestones - Ferry Vessels

Nov 20 – Mott Macdonald deploy wave monitoring at Gourock

Nov 20 – Naval architect appointment

Jan 21 – Mott Macdonald present Steering Group preferred outline option for Gourock including passenger only system

Jan 21 – CMAL vessels outline spec – overall dimensions and propulsion options

Spring 21 – Outline Business Case (Vessels)

Spring 22 – Tender (Vessels 1,2&3)

Autumn 22 – Final Business Case (Vessel 1,2&3)

Spring 24 – Vessel 1 Delivery

Summer 24 – Vessel 2 Delivery

Autumn 24 – Vessel 3 Delivery