

Caledonian MacBrayne
Clyde & Hebridean Ferries

Cumbræ service proposals – summer 2026

**Community
information pack**



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Ending SimOps

Standardising slipway operations

CalMac is ending SimOps across our network. SimOps is when more than one operation (e.g. loading cars and foot passengers) is taking place at the same time.

The decision follows a recent incident on Claonaig slip, where a foot passenger was injured, and a subsequent review of our operations at a number of ports and slipways.

SimOps is only in place on Largs-Cumbrae, so what we're effectively doing is standardising how all our slipways operate.

There has been over 200 vehicle and pedestrian accidents on our network since 2019. There's also been over 800 near misses involving vehicles and pedestrians since 2019.



Ending SimOps

Standardising slipway operations

There's an unacceptable level of risk to continuing with SimOps. Mitigations have been in place on Largs-Cumbræ for some time, but we've seen a number of near misses and accidents on other slipways and vessels that would have been serious if they occurred on Largs-Cumbræ.

Though MV Loch Shira was designed for SimOps with railings in place, neither Largs or Cumbræ slip are designed for SimOps.

We have previously had barriers in place, but these are not permanent, so would be ineffective in preventing harm should a vehicle hit them, and foot passengers are nearby.

Permanent barriers fixed into the ground would be a navigational hazard to the vessel so cannot run the full length of the slipway. We also cannot have foot passengers using the edge of the slipway as a walkway, due to the risk of a fall. This will be a universal policy on slipways.

Therefore, the only reasonable mitigation is to end SimOps.



Near misses and accidents

Keeping staff and customers safe



CalMac has an excellent safety record because we react to near misses and safety is at the heart of how we operate. We also evaluate how any near miss/accident at one port/slipway/vessel would have occurred and how serious it could have been had it happened at any other location.

There have been numerous incidents on our network involving vehicles that, had they taken place on the Largs-Cumbrae operation, could have led to serious injuries or fatalities.

Whilst the volume of near misses/accidents is a factor, any single incident could be extremely serious on Largs-Cumbrae if SimOps is in place.

On the right are examples of recent accidents/near misses.



Accident: MV Coruisk

Keeping staff and customers safe



Images on the right are stills from CCTV showing an out of control vehicle driving straight through the car deck on MV Coruisk and crashing into the vessel. This was as cars boarded at Mallaig.

Luckily, it was early on in boarding and the crew member guiding customers on was able to move out of the way of the car.

Were SimOps in place on this route, there's a significant risk that foot passengers could have been at risk from this vehicle and there are no mitigations that CalMac can put in place for when a driver loses control of their vehicle, but we can ensure no foot passengers are at risk with no SimOps.



Accident: Wemyss Bay

Keeping staff and customers safe



Images on the right show a hybrid vehicle that crashed into the car in front, veered right and was only prevented from going into the water at Wemyss Bay by the railings on the ramp of the vessel.

The driver had to be removed from the vehicle from the passenger side.

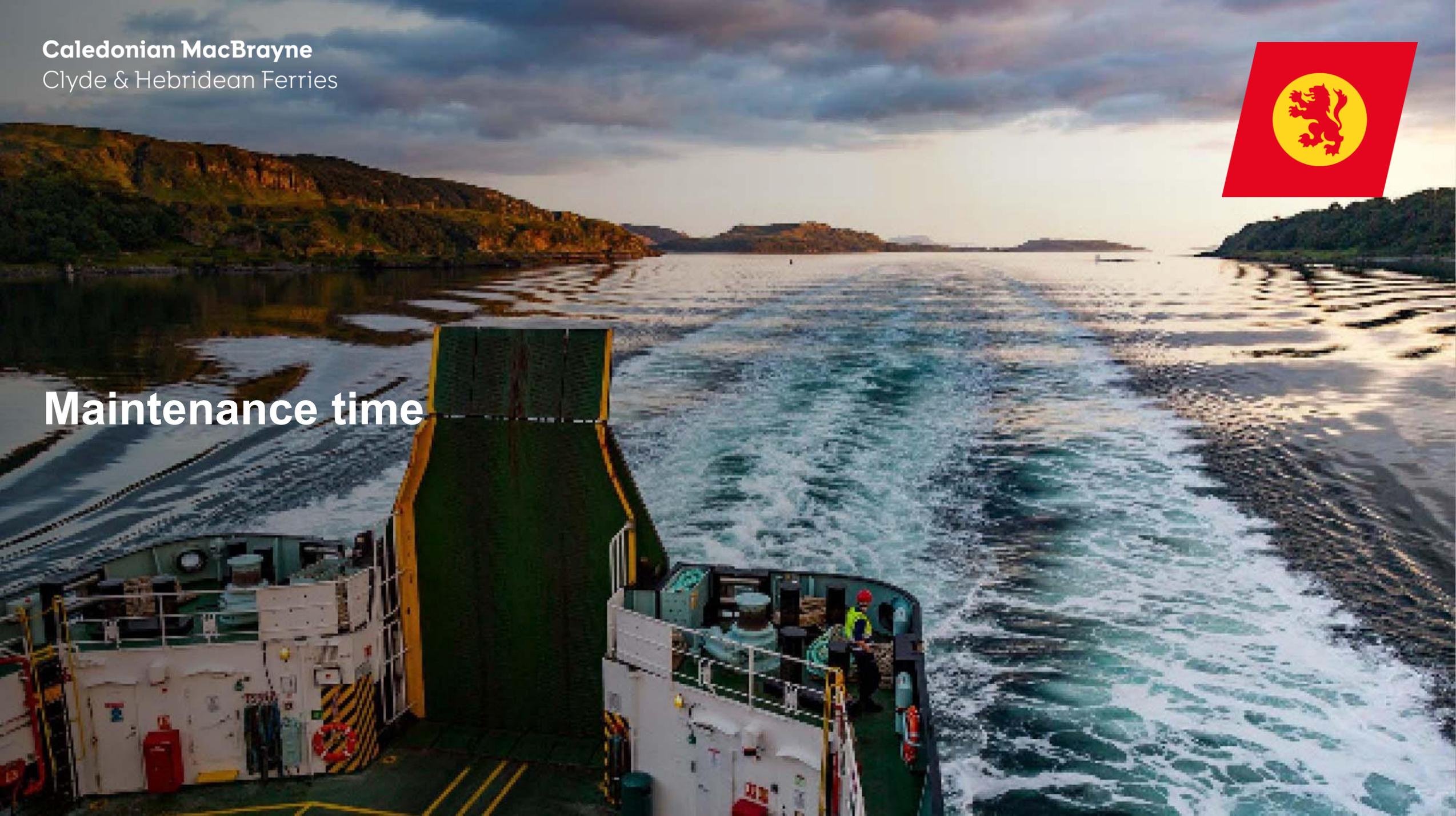
Again, a driver losing control of a vehicle on a slipway/linkspan can pose an unacceptable risk to foot customers who may be in the area. The most effective way or mitigating this risk is by not allowing SimOps.



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Maintenance time



Why we need maintenance time



Each vessel has 4 – 6 thousand individual items of equipment that need maintenance, some can be conducted in service (whilst at sea) but some cannot (requires the vessel to be along side for safety reasons). For example, you cannot be servicing the engine of the Fast Rescue Boat at sea with passengers on board.

If defects (also known as unplanned maintenance) are not repaired, they can develop in severity resulting in unplanned and longer time off service to resolve. By providing dedicated maintenance time small to medium scale defects (which cannot be repaired at sea) can be resolved or mitigated before they escalate, reducing the risk of unplanned time off service.

Maintenance time allows detailed preparation work for overhaul. For example surveys can be conducted in storage tanks (which cannot be entered at sea and require time to make safe and enter) allowing detailed planning for annual overhaul to de-risk the delivery and reduce the risk of overhaul overrun.

Where there is no dedicated maintenance time crews often have to work overnight to resolve defects. Crews have legal limits on daily working hours and our crews run close to these on normal timetables so any repairs and overnight maintenance work usually results in removing vessels from service the following day due to crew working hours being breached.

Why we need maintenance time



All vessels also are required to conduct weekly abandon ship drills, weekly fire drills and 17 other drill scenarios that are completed on a rotation. Crew Training and Familiarisation is also needed on top of timetabled service, all of this eats into the available time for maintenance if you do not have dedicated maintenance time identified in the service timetable.

Maintenance time has therefore been agreed as “a 6 hour per week or 1 day per month maintenance window built into timetables to allow maintenance to be conducted on vessels whilst in service.” This time is a compromise agreed to provide a window that will support resilience and is roughly 5% of the average operating hours of a vessel timetable.

The time required is considered suitable for Major Vessels due to the complexity of their mechanical systems and to Small Vessels due to them not having a dedicated Engineering Department on board (they are also becoming more complex with the introduction of all hybrid and all electric systems without an increase in dedicated engineering resource).

Ultimately this supports the resilience and reliability of vessels by reducing the risk of defects escalating, reducing the risk of overhaul overruns and reducing the impact on crew hours of rest when needed to conduct planned and unplanned maintenance.

Comparison to other operators



It is not easy to compare CalMac to other operators as they are different depending on their individual operational profiles, crewing models and individual vessels are different depending on technical setup and redundancy.

However, other operators we know of show that maintenance time is something that all operators need to consider and will always factor into operations:

- Pentland Ferries MV Alfred charter includes 14 hours per week dedicated maintenance time built into the timetable
- Offshore industry routinely plans in 24 hours / month off service for maintenance.
- Wightlink has maintenance windows that are different depending on the route and vessels but as an example for a relatively new vessel they have 2 hours / day maintenance layover and the older vessels have 8 hour maintenance layover per day (their crew don't live onboard so they have 2 shifts of engineering staff per day allowing maintenance to be conducted in these layovers without impacting crew rest).

Maintenance time at CalMac



- Maintenance time used to be a regular fixture on all timetables but has steadily been eroded over the years in favour of maximising sailing hours. The impact of this is that we have more unplanned maintenance, compounded by the fleet ageing significantly.
- We are prioritising vessels which are approximately 20 years old for maintenance time, and where there is not a replacement vessel identified for procurement or under construction yet. This is because there's a planning assumption we'll be relying on vessels like MV Loch Shira for many years.

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Largs - Cumbrae service proposal Summer 2026



Proposed service levels

Summer 2026

CalMac recognises that ending SimOps means increased turnaround times from five minutes to ten on Largs-Cumbrae. The impact of this is a reduction in frequency of service from four per hour to three.

We will implement ten-minute turnarounds as this is the minimum time required to operate safely and maintain timetable.

MV Loch Shira and MV Loch Tarbert would provide a two-vessel service throughout summer.

To protect the resilience of the service, we are also introducing planned maintenance for both vessels, one day per month for each vessel, one Tuesday and one Thursday. During these periods, service levels will be maintained as MV Isle of Cumbrae will provide relief.

To support these changes we've looked at a range of options to increase capacity.



Timetable Planning



**Current off-peak timetable
(Summer 2025)**
1 Vessel / SimOps

Day of Week	Returns
Monday - Thursday	27
Friday	39
Saturday	27
Sunday	24
Weekly	188

MON - SAT				SUN				
Largs Depart	Cumbræ Slip Arrive	Cumbræ Slip Depart	Largs Arrive	Largs Depart	Cumbræ Slip Arrive	Cumbræ Slip Depart	Largs Arrive	
06:45	06:55	07:00	07:10	00:10	08:15	08:25	08:30	08:40
07:15	07:25	07:30	07:40	00:05	09:15	09:25	09:30	09:40
07:45	07:55	08:00	08:10		09:45	09:55	10:00	10:10
08:15	08:25	08:30	08:40		10:15	10:25	10:30	10:40
09:15	09:25	09:30	09:40		10:45	10:55	11:00	11:10
09:45	09:55	10:00	10:10		11:15	11:25	11:30	11:40
10:15	10:25	10:30	10:40		11:45	11:55	12:00	12:10
10:45	10:55	11:00	11:10		12:15	12:25	12:30	12:40
11:15	11:25	11:30	11:40		12:45	12:55	13:00	13:10
11:45	11:55	12:00	12:10		13:15	13:25	13:30	13:40
12:15	12:25	12:30	12:40		13:45	13:55	14:00	14:10
12:45	12:55	13:00	13:10		14:15	14:25	14:30	14:40
13:15	13:25	13:30	13:40		14:45	14:55	15:00	15:10
13:45	13:55	14:00	14:10		15:15	15:25	15:30	15:40
14:15	14:25	14:30	14:40		15:45	15:55	16:00	16:10
14:45	14:55	15:00	15:10		16:15	16:25	16:30	16:40
15:15	15:25	15:30	15:40		16:45	16:55	17:00	17:10
15:45	15:55	16:00	16:10		17:15	17:25	17:30	17:40
16:15	16:25	16:30	16:40		17:45	17:55	18:00	18:10
16:45	16:55	17:00	17:10		18:15	18:25	18:30	18:40
17:15	17:25	17:30	17:40		18:45	18:55	19:00	19:10
17:45	17:55	18:00	18:10		19:15	19:25	19:30	19:40
18:15	18:25	18:30	18:40		19:45	19:55	20:00	20:10
18:45	18:55	19:00	19:10		20:15	20:25	20:30	20:40
19:15	19:25	19:30	19:40					
19:45	19:55	20:00	20:10					
20:15	20:25	20:30	20:40					
20:45	20:55	21:00	21:10	Fridays only				
22:15	22:25	22:30	22:40					

Timetable Planning



Current peak timetable
(Summer 2025)
2 Vessels / SIMOPs

Day of Week	Returns
Monday - Thursday	49
Friday	51
Saturday	49
Sunday	45
Weekly	341

MON - SAT				SUN			
Largs Depart	Cumbræ Slip Arrive	Cumbræ Slip Depart	Largs Arrive	Largs Depart	Cumbræ Slip Arrive	Cumbræ Slip Depart	Largs Arrive
06:45	06:55	07:00	07:10	08:15	08:25	08:30	08:40
07:15	07:25	07:30	07:40	09:15	09:25	09:30	09:40
07:45	07:55	08:00	08:10	09:45	09:55	10:00	10:10
08:15	08:25	08:30	08:40	10:00	10:10	10:15	10:25
09:15	09:25	09:30	09:40	10:15	10:25	10:30	10:40
09:30	09:40	09:45	09:55	10:30	10:40	10:45	10:55
09:45	09:55	10:00	10:10	10:45	10:55	11:00	11:10
10:00	10:10	10:15	10:25	11:00	11:10	11:15	11:25
10:15	10:25	10:30	10:40	11:15	11:25	11:30	11:40
10:30	10:40	10:45	10:55	11:30	11:40	11:45	11:55
10:45	10:55	11:00	11:10	11:45	11:55	12:00	12:10
11:00	11:10	11:15	11:25	12:00	12:10	12:15	12:25
11:15	11:25	11:30	11:40	12:15	12:25	12:30	12:40
11:30	11:40	11:45	11:55	12:30	12:40	12:45	12:55
11:45	11:55	12:00	12:10	12:45	12:55	13:00	13:10
12:00	12:10	12:15	12:25	13:00	13:10	13:15	13:25
12:15	12:25	12:30	12:40	13:15	13:25	13:30	13:40
12:30	12:40	12:45	12:55	13:30	13:40	13:45	13:55
12:45	12:55	13:00	13:10	13:45	13:55	14:00	14:10
13:00	13:10	13:15	13:25	14:00	14:10	14:15	14:25
13:15	13:25	13:30	13:40	14:15	14:25	14:30	14:40
13:30	13:40	13:45	13:55	14:30	14:40	14:45	14:55
13:45	13:55	14:00	14:10	14:45	14:55	15:00	15:10
14:00	14:10	14:15	14:25	15:00	15:10	15:15	15:25
14:15	14:25	14:30	14:40	15:15	15:25	15:30	15:40
14:30	14:40	14:45	14:55	15:30	15:40	15:45	15:55
14:45	14:55	15:00	15:10	15:45	15:55	16:00	16:10
15:00	15:10	15:15	15:25	16:00	16:10	16:15	16:25
15:15	15:25	15:30	15:40	16:15	16:25	16:30	16:40
15:30	15:40	15:45	15:55	16:30	16:40	16:45	16:55
15:45	15:55	16:00	16:10	16:45	16:55	17:00	17:10
16:00	16:10	16:15	16:25	17:00	17:10	17:15	17:25
16:15	16:25	16:30	16:40	17:15	17:25	17:30	17:40
16:30	16:40	16:45	16:55	17:30	17:40	17:45	17:55
16:45	16:55	17:00	17:10	17:45	17:55	18:00	18:10
17:00	17:10	17:15	17:25	18:00	18:10	18:15	18:25
17:15	17:25	17:30	17:40	18:15	18:25	18:30	18:40
17:30	17:40	17:45	17:55	18:30	18:40	18:45	18:55
17:45	17:55	18:00	18:10	18:45	18:55	19:00	19:10
18:00	18:10	18:15	18:25	19:00	19:10	19:15	19:25
18:15	18:25	18:30	18:40	19:15	19:25	19:30	19:40
18:30	18:40	18:45	18:55	19:30	19:40	19:45	19:55
18:45	18:55	19:00	19:10	19:45	19:55	20:00	20:10
19:00	19:10	19:15	19:25	20:00	20:10	20:15	20:25
19:15	19:25	19:30	19:40	20:15	20:25	20:30	20:40
19:30	19:40	19:45	19:55				
19:45	19:55	20:00	20:10				
20:00	20:10	20:15	20:25				
20:15	20:25	20:30	20:40				
20:45	20:55	21:00	21:10				
22:15	22:25	22:30	22:40				

Fridays only

Timetable Planning



Option 1

2 vessel full season / No SimOps / current crewing levels

Impacts

- Provides additional capacity when utilisation is highest (off-peak and shoulder)
- Average vehicle utilisation of 51.0% and passenger utilisation 18.0% across season.
- Doesn't provide the same frequency of Summer 2025 in peak season which is a key ask of the community.
- Results in slight reduction in sailings overall and a 2.5% reduction in vehicle capacity
- Slight increase in utilisation across the full season, compared to Summer 2025

Day of Week	Returns
Monday - Thursday	36
Friday	38
Saturday	36
Sunday	33
Weekly	251

MON - SAT				SUN			
Largs Depart	Cumbræ Slip Arrive	Cumbræ Slip Depart	Largs Arrive	Largs Depart	Cumbræ Slip Arrive	Cumbræ Slip Depart	Largs Arrive
06:45	06:55	07:05	07:15	08:15	08:25	08:35	08:45
07:25	07:35	07:45	07:55	09:20	09:30	09:40	09:50
08:05	08:15	08:25	08:35	10:00	10:10	10:20	10:30
09:10	09:20	09:30	09:40	10:20	10:30	10:40	10:50
09:30	09:40	09:50	10:00	10:40	10:50	11:00	11:10
09:50	10:00	10:10	10:20	11:00	11:10	11:20	11:30
10:10	10:20	10:30	10:40	11:20	11:30	11:40	11:50
10:30	10:40	10:50	11:00	11:40	11:50	12:00	12:10
10:50	11:00	11:10	11:20	12:00	12:10	12:20	12:30
11:10	11:20	11:30	11:40	12:20	12:30	12:40	12:50
11:30	11:40	11:50	12:00	12:40	12:50	13:00	13:10
11:50	12:00	12:10	12:20	13:00	13:10	13:20	13:30
12:10	12:20	12:30	12:40	13:20	13:30	13:40	13:50
12:30	12:40	12:50	13:00	13:40	13:50	14:00	14:10
12:50	13:00	13:10	13:20	14:00	14:10	14:20	14:30
13:10	13:20	13:30	13:40	14:20	14:30	14:40	14:50
13:30	13:40	13:50	14:00	14:40	14:50	15:00	15:10
13:50	14:00	14:10	14:20	15:00	15:10	15:20	15:30
14:10	14:20	14:30	14:40	15:20	15:30	15:40	15:50
14:30	14:40	14:50	15:00	15:40	15:50	16:00	16:10
14:50	15:00	15:10	15:20	16:00	16:10	16:20	16:30
15:10	15:20	15:30	15:40	16:20	16:30	16:40	16:50
15:30	15:40	15:50	16:00	16:40	16:50	17:00	17:10
15:50	16:00	16:10	16:20	17:00	17:10	17:20	17:30
16:10	16:20	16:30	16:40	17:20	17:30	17:40	17:50
16:30	16:40	16:50	17:00	17:40	17:50	18:00	18:10
16:50	17:00	17:10	17:20	18:00	18:10	18:20	18:30
17:10	17:20	17:30	17:40	18:20	18:30	18:40	18:50
17:30	17:40	17:50	18:00	18:40	18:50	19:00	19:10
17:50	18:00	18:10	18:20	19:00	19:10	19:20	19:30
18:10	18:20	18:30	18:40	19:20	19:30	19:40	19:50
18:30	18:40	18:50	19:00	19:40	19:50	20:00	20:10
18:50	19:00	19:10	19:20	20:10	20:20	20:30	20:40
19:10	19:20	19:30	19:40				
19:30	19:40	19:50	20:00				
20:10	20:20	20:30	20:40				
20:50	21:00	21:10	21:20				
22:10	22:20	22:30	22:40				

Fridays only

Timetable Planning



Option 2

2 vessel for full season / No SIMOPs / increased crewing level / 250 capacity on all MV Loch Shira sailings

Impacts

- Provides additional passenger capacity consistently
- Enables delivery of 13 additional return sailings per week
Results in overall reduction in utilisation to 48.5% for vehicles
- Doesn't provide the same frequency of Summer 2025 in peak season which is a key ask of the community.
- Significant increase in operating costs, circa £560k for additional crew, funding availability not guaranteed
- Cannot be delivered until recruitment completed, unlikely to be available from start of Summer 2026

Day of Week	Returns
Monday - Thursday	38
Friday	40
Saturday	38
Sunday	34
Weekly	264

MON - SAT				SUN			
Largs Depart	Cumbræ Slip Arrive	Cumbræ Slip Depart	Largs Arrive	Largs Depart	Cumbræ Slip Arrive	Cumbræ Slip Depart	Largs Arrive
06:45	06:55	07:05	07:15	08:15	08:25	08:35	08:45
07:25	07:35	07:45	07:55	09:20	09:30	09:40	09:50
08:05	08:15	08:25	08:35	10:00	10:10	10:20	10:30
09:10	09:20	09:30	09:40	10:20	10:30	10:40	10:50
09:30	09:40	09:50	10:00	10:40	10:50	11:00	11:10
09:50	10:00	10:10	10:20	11:00	11:10	11:20	11:30
10:10	10:20	10:30	10:40	11:20	11:30	11:40	11:50
10:30	10:40	10:50	11:00	11:40	11:50	12:00	12:10
10:50	11:00	11:10	11:20	12:00	12:10	12:20	12:30
11:10	11:20	11:30	11:40	12:20	12:30	12:40	12:50
11:30	11:40	11:50	12:00	12:40	12:50	13:00	13:10
11:50	12:00	12:10	12:20	13:00	13:10	13:20	13:30
12:10	12:20	12:30	12:40	13:20	13:30	13:40	13:50
12:30	12:40	12:50	13:00	13:40	13:50	14:00	14:10
12:50	13:00	13:10	13:20	14:00	14:10	14:20	14:30
13:10	13:20	13:30	13:40	14:20	14:30	14:40	14:50
13:30	13:40	13:50	14:00	14:40	14:50	15:00	15:10
13:50	14:00	14:10	14:20	15:00	15:10	15:20	15:30
14:10	14:20	14:30	14:40	15:20	15:30	15:40	15:50
14:30	14:40	14:50	15:00	15:40	15:50	16:00	16:10
14:50	15:00	15:10	15:20	16:00	16:10	16:20	16:30
15:10	15:20	15:30	15:40	16:20	16:30	16:40	16:50
15:30	15:40	15:50	16:00	16:40	16:50	17:00	17:10
15:50	16:00	16:10	16:20	17:00	17:10	17:20	17:30
16:10	16:20	16:30	16:40	17:20	17:30	17:40	17:50
16:30	16:40	16:50	17:00	17:40	17:50	18:00	18:10
16:50	17:00	17:10	17:20	18:00	18:10	18:20	18:30
17:10	17:20	17:30	17:40	18:20	18:30	18:40	18:50
17:30	17:40	17:50	18:00	18:40	18:50	19:00	19:10
17:50	18:00	18:10	18:20	19:00	19:10	19:20	19:30
18:10	18:20	18:30	18:40	19:20	19:30	19:40	19:50
18:30	18:40	18:50	19:00	19:40	19:50	20:00	20:10
18:50	19:00	19:10	19:20	20:00	20:10	20:20	20:30
19:10	19:20	19:30	19:40	20:40	20:50	21:00	21:10
19:30	19:40	19:50	20:00				
19:50	20:00	20:10	20:20				
20:10	20:20	20:30	20:40				
20:30	20:40	20:50	21:00				
21:10	21:20	21:30	21:40				
22:10	22:20	22:30	22:40				

Fridays only

Options Comparison



	Total Sailings	Vehicle capacity (metres)	Total Passenger Capacity	Vehicle utilisation (%)	Passenger utilisation (%)
Summer 2025	14,812	1,287,024	2,753,624	49.70%	19.4%
Summer 2026 - base option	11,504 (-22.3%)	1,030,050 (-20.0%)	2,535,624 (-7.9%)	62.1% (+24.9%)	21.0% (+8.2%)
Summer 2026 - Option 1 2 x vessels full season	14,772 (-0.3%)	1,254,884 (-2.5%)	2,955,288 (+7.3%)	51.0% (+2.6%)	18.0% (-7.2%)
Summer 2026 - Option 2 2 x vessels full season + PAX capacity	15,536 (+4.9%)	1,319,446 (+2.5%)	3,106,648 (+12.8%)	48.5% (-2.4%)	17.2% (-11.3%)

Other Measures

Promote active and multi-modal travel supported with targeted marketing campaigns.

- Helps reduce pressure on vehicle capacity on peak sailings.
- Less congestion at ports and improves reliability, customer experience, and overall satisfaction.
- May not shift entrenched travel habits meaning capacity issues may persist despite interventions.



Next Steps

- Priority is to finalise and publish timetables
- Winter 2026/2027 timetable



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Appendices



Service delivery

The next page shows the difference in overall capacity compared to summer 2025 timetable for each of the proposed options on a month-by-month basis. It shows capacity in terms of:

- GLM (car spaces) both as a total and as a % change compared to the summer 2025 timetable
- Foot passenger capacity both as a total and as a % change compared to the summer 2025 timetable
- These figures also factor in proposed maintenance time for MV Loch Shira and MV Loch Tarbert, which we believe would be most effective as one full day per month



Timetable Planning



Timetable Option	GLM								
	March	April	May	June	July	August	September	October	Total
Summer 2025	20544	162552	196800	201096	241296	212064	154752	97920	1287024
Summer 2026 Base Option	20160	127148	159796	163060	199196	169086	119994	71610	1030050
Summer 2026 - Option 1 - 2 x vessels full season	30318	182840	188870	182840	189400	188486	182840	109290	1254884
Summer 2026 - Option 2 - 2 x vessels full seasonv + PAX capacity	31836	192298	198520	192298	199196	198136	192298	114864	1319446

Timetable Option	GLM								
	March	April	May	June	July	August	September	October	Total
Summer 2025	-	-	-	-	-	-	-	-	-
Summer 2026 Base Option	-1.9%	-21.8%	-18.8%	-18.9%	-17.4%	-20.3%	-22.5%	-26.9%	-20.0%
Summer 2026 - Option 1 - 2 x vessels full season	47.6%	12.5%	-4.0%	-9.1%	-21.5%	-11.1%	18.2%	11.6%	-2.5%
Summer 2026 - Option 2 - 2 x vessels full seasonv + PAX capacity	55.0%	18.3%	0.9%	-4.4%	-17.4%	-6.6%	24.3%	17.3%	2.5%

Timetable Option	PAX								
	March	April	May	June	July	August	September	October	Total
Summer 2025	43300	343740	421204	432816	523828	456736	325800	206200	2753624
Summer 2026 Base Option	52500	324380	390544	394960	469056	409256	310464	184464	2535624
Summer 2026 - Option 1 - 2 x vessels full season	72308	430576	444836	430576	446120	443836	430576	256460	2955288
Summer 2026 - Option 2 - 2 x vessels full seasonv + PAX capacity	75936	452728	467488	452728	469056	466488	452728	269496	3106648

Timetable Option	PAX								
	March	April	May	June	July	August	September	October	Total
Summer 2025	-	-	-	-	-	-	-	-	-
Summer 2026 Base Option	21.2%	-5.6%	-7.3%	-8.7%	-10.5%	-10.4%	-4.7%	-10.5%	-7.9%
Summer 2026 - Option 1 - 2 x vessels full season	67.0%	25.3%	5.6%	-0.5%	-14.8%	-2.8%	32.2%	24.4%	7.3%
Summer 2026 - Option 2 - 2 x vessels full seasonv + PAX capacity	75.4%	31.7%	11.0%	4.6%	-10.5%	2.1%	39.0%	30.7%	12.8%

Service delivery

Capacity analysis

The next page then outlines projected vehicle and foot passenger utilisation on the service across the summer months, if we map 2025 carryings to:

- 2025's actual timetable
- A summer 2026 timetable with no SimOps and no changes in deployment
- A summer 2026 timetable with two vessels in service all summer
- A summer 2026 timetable with two vessels in service all summer, and full PAX capacity on MV Loch Shira



Utilisation by Month



Vehicle Utilisation (%)	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Total
Summer 2025	52.4%	60.6%	52.7%	44.3%	43.1%	49.4%	55.1%	45.0%	49.7%
Summer 2026 - base option	69.1%	77.7%	64.1%	55.4%	52.7%	60.8%	71.0%	58.2%	62.1%
Summer 2026 - 2 x vessels full season	45.9%	54.0%	54.3%	49.4%	55.4%	54.6%	46.6%	38.1%	51.0%
Summer 2026 - 2 x vessels full season + PAX capacity	43.7%	51.3%	51.6%	47.0%	52.7%	51.9%	44.3%	36.3%	48.5%

Passenger Utilisation (%)	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Total
Summer 2025	16.2%	23.5%	21.8%	15.6%	18.8%	22.2%	18.0%	13.4%	19.4%
Summer 2026 - base option	17.6%	24.9%	23.4%	17.4%	21.2%	24.1%	18.8%	14.4%	21.0%
Summer 2026 - Option 1 2 x vessels full seasons	12.8%	18.8%	20.5%	16.0%	22.3%	22.2%	13.6%	10.3%	18.0%
Summer 2026 - Option 2 2 x vessels full season + PAX capacity	12.1%	17.9%	19.5%	15.2%	21.2%	21.2%	12.9%	9.8%	17.2%

Service delivery

Capacity analysis

The next two pages show average capacity demand per day of the week and per time across both peak and non-peak periods. These are actual figures from 2025 on the timetable that operated at the time.

We do recognise there will be capacity constraints on the busiest days, as there are now.



Average Utilisation



AVERAGE DECK UTILISATION SUMMER NON-PEAK TIMETABLE

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Grand Total
Cumrae	47%	43%	43%	43%	35%	30%	53%	42%
07:00	30%	24%	30%	23%	26%	11%		25%
07:30	27%	28%	25%	27%	20%	16%		25%
08:00	30%	28%	32%	28%	24%	19%		28%
08:30	51%	56%	59%	53%	60%	27%	46%	52%
09:30	69%	66%	62%	58%	70%	40%	56%	61%
10:00	53%	40%	32%	41%	37%	29%	36%	39%
10:30	70%	52%	52%	48%	41%	29%	64%	52%
11:00	59%	50%	54%	63%	51%	36%	67%	55%
11:30	66%	53%	51%	63%	34%	34%	61%	53%
12:00	62%	42%	49%	49%	49%	38%	65%	51%
12:30	68%	48%	48%	43%	41%	34%	54%	49%
13:00	45%	38%	49%	42%	42%	30%	55%	43%
13:30	53%	53%	58%	57%	53%	38%	54%	53%
14:00	61%	62%	50%	54%	55%	29%	71%	55%
14:30	66%	56%	64%	60%	48%	39%	70%	59%
15:00	66%	65%	57%	64%	48%	42%	52%	58%
15:30	64%	68%	74%	72%	61%	55%	65%	67%
16:00	72%	79%	88%	77%	51%	44%	69%	72%
16:30	51%	63%	59%	53%	43%	35%	66%	54%
17:00	40%	48%	46%	43%	34%	42%	70%	46%
17:30	36%	34%	39%	39%	28%	43%	56%	39%
18:00	32%	26%	23%	27%	22%	19%	44%	27%
18:30	28%	20%	20%	22%	20%	22%	32%	23%
19:00	18%	21%	13%	17%	13%	23%	37%	19%
19:30	15%	14%	14%	11%	8%	11%	30%	14%
20:00	9%	11%	8%	9%	6%	11%	16%	10%
20:30	10%	13%	13%	13%	11%	10%	16%	12%
21:00					5%			5%
22:30					1%			1%

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Grand Total
Largs	42%	45%	46%	51%	56%	40%	33%	45%
06:45	24%	27%	32%	31%	24%	15%		27%
07:15	33%	42%	47%	52%	34%	10%		39%
07:45	52%	68%	62%	66%	48%	16%		55%
08:15	59%	61%	63%	63%	56%	26%	35%	55%
09:15	86%	86%	96%	100%	93%	56%	31%	82%
09:45	53%	51%	59%	53%	46%	38%	21%	48%
10:15	51%	56%	65%	63%	53%	45%	37%	55%
10:45	59%	65%	59%	59%	59%	60%	49%	59%
11:15	68%	72%	63%	75%	69%	62%	60%	68%
11:45	65%	69%	62%	66%	72%	66%	56%	65%
12:15	59%	58%	63%	62%	70%	68%	56%	62%
12:45	55%	51%	58%	61%	61%	63%	54%	57%
13:15	46%	53%	52%	63%	68%	65%	50%	56%
13:45	46%	47%	45%	55%	62%	68%	49%	52%
14:15	46%	39%	46%	52%	75%	61%	39%	49%
14:45	43%	40%	51%	49%	70%	46%	37%	47%
15:15	39%	39%	57%	60%	79%	49%	37%	51%
15:45	40%	48%	37%	52%	77%	45%	23%	45%
16:15	43%	47%	40%	44%	76%	41%	23%	44%
16:45	35%	40%	36%	44%	75%	32%	23%	40%
17:15	33%	34%	29%	42%	72%	37%	26%	38%
17:45	28%	34%	33%	38%	63%	26%	16%	33%
18:15	17%	23%	30%	31%	59%	18%	16%	27%
18:45	21%	21%	21%	36%	47%	21%	16%	26%
19:15	20%	19%	19%	32%	36%	16%	12%	22%
19:45	14%	13%	17%	27%	35%	11%	11%	18%
20:15	7%	8%	6%	11%	21%	6%	7%	9%
20:45					9%			9%
22:15					15%			15%

Average Utilisation



AVERAGE DECK UTILISATION SUMMER PEAK TIMETABLE

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Grand Total
Cumrae	36%	36%	39%	36%	31%	31%	47%	36%
07:00	32%	35%	37%	20%	31%	8%		25%
07:30	24%	25%	28%	30%	23%	15%		23%
08:00	30%	30%	32%	39%	25%	17%		26%
08:30	46%	47%	53%	39%	57%	27%	49%	45%
09:30	62%	57%	62%	50%	63%	41%	57%	55%
09:45	29%	25%	24%	22%	28%	16%		23%
10:00	34%	31%	20%	26%	23%	19%	47%	29%
10:15	50%	44%	35%	46%	44%	34%	48%	43%
10:30	45%	40%	40%	28%	34%	22%	41%	34%
10:45	57%	55%	62%	55%	44%	27%	48%	46%
11:00	40%	35%	36%	36%	33%	18%	45%	34%
11:15	51%	35%	51%	43%	40%	31%	56%	43%
11:30	32%	40%	31%	48%	28%	17%	44%	33%
11:45	65%	42%	51%	73%	48%	42%	59%	53%
12:00	44%	36%	28%	40%	26%	22%	42%	33%
12:15	57%	40%	54%	40%	64%	41%	59%	52%
12:30	23%	30%	32%	24%	31%	23%	48%	32%
12:45	54%	47%	41%	42%	52%	33%	60%	48%
13:00	33%	34%	28%	29%	22%	20%	42%	29%
13:15	38%	33%	50%	61%	44%	37%	59%	46%
13:30	27%	27%	38%	22%	32%	22%	49%	32%
13:45	58%	46%	47%	48%	50%	45%	56%	50%
14:00	39%	35%	32%	26%	31%	21%	50%	34%
14:15	52%	54%	46%	63%	60%	48%	56%	54%
14:30	35%	37%	32%	41%	39%	19%	53%	37%
14:45	45%	58%	56%	46%	48%	50%	69%	54%
15:00	37%	31%	50%	41%	31%	37%	51%	40%
15:15	63%	69%	58%	72%	58%	40%	62%	58%
15:30	46%	51%	47%	60%	32%	40%	52%	45%
15:45	49%	75%	64%	58%	39%	49%	60%	54%
16:00	52%	57%	64%	66%	39%	44%	51%	50%
16:15	44%	59%	52%	49%	42%	49%	53%	49%
16:30	58%	33%	64%	52%	32%	35%	45%	43%
16:45	59%	54%	58%	63%	42%	42%	66%	53%
17:00	31%	34%	52%	41%	29%	38%	50%	39%
17:15	29%	42%	65%	47%	43%	51%	67%	51%
17:30	24%	22%	41%	33%	21%	35%	40%	32%
17:45	35%	39%	40%	36%	33%	38%	61%	41%
18:00	23%	21%	29%	18%	10%	35%	34%	25%
18:15	26%	23%	28%	27%	25%	52%	47%	36%
18:30	8%	9%	17%	13%	14%	32%	31%	21%
18:45	5%	33%	36%	16%	21%	39%	43%	30%
19:00	16%	12%	13%	8%	10%	27%	30%	19%
19:15	14%	21%	28%	21%	17%	36%	31%	26%
19:30	6%	11%	16%	13%	8%	29%	33%	19%
19:45	17%	17%	19%	11%	12%	18%	33%	19%
20:00	9%	6%	10%	12%	10%	23%	21%	15%
20:15	14%	21%	17%	21%	14%	25%	22%	19%
20:30	2%	7%	10%	7%	7%	10%	13%	9%
21:00						10%		10%
22:30						3%		3%

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Grand Total
Largs	37%	39%	44%	46%	52%	42%	33%	42%
06:45	24%	16%	24%	28%	29%	19%		24%
07:15	26%	42%	44%	43%	33%	12%		30%
07:45	61%	73%	66%	75%	53%	28%		54%
08:15	53%	54%	66%	68%	56%	30%	35%	48%
09:15	79%	83%	91%	97%	94%	66%	40%	75%
09:30	67%	62%	78%	82%	66%	51%		65%
09:45	30%	43%	71%	53%	39%	41%	35%	43%
10:00	43%	54%	68%	55%	55%	56%	47%	54%
10:15	36%	43%	55%	45%	44%	51%	36%	44%
10:30	41%	53%	75%	65%	58%	60%	46%	56%
10:45	43%	50%	62%	53%	42%	58%	41%	49%
11:00	64%	61%	66%	69%	68%	67%	55%	64%
11:15	44%	66%	62%	66%	59%	64%	46%	58%
11:30	71%	68%	63%	67%	66%	63%	58%	64%
11:45	49%	49%	65%	55%	63%	70%	46%	58%
12:00	71%	58%	68%	75%	62%	73%	51%	64%
12:15	33%	50%	62%	51%	60%	58%	48%	53%
12:30	50%	44%	56%	77%	60%	66%	55%	59%
12:45	38%	40%	53%	48%	51%	61%	45%	49%
13:00	48%	67%	73%	72%	67%	65%	62%	65%
13:15	37%	29%	59%	40%	51%	57%	44%	47%
13:30	48%	46%	64%	49%	71%	67%	50%	58%
13:45	37%	31%	46%	33%	55%	57%	44%	46%
14:00	50%	49%	41%	54%	71%	61%	54%	57%
14:15	30%	28%	44%	42%	53%	55%	37%	44%
14:30	68%	41%	47%	49%	66%	60%	55%	57%
14:45	33%	24%	36%	33%	51%	46%	33%	39%
15:00	51%	45%	33%	41%	71%	59%	44%	53%
15:15	31%	24%	36%	43%	53%	39%	24%	37%
15:30	45%	44%	53%	62%	64%	50%	41%	51%
15:45	23%	31%	31%	26%	58%	35%	18%	34%
16:00	36%	65%	50%	53%	61%	33%	38%	47%
16:15	21%	23%	29%	33%	58%	29%	14%	31%
16:30	42%	47%	60%	51%	64%	44%	38%	49%
16:45	22%	23%	26%	37%	53%	22%	18%	30%
17:00	25%	45%	38%	54%	61%	40%	24%	41%
17:15	19%	21%	18%	20%	53%	19%	10%	24%
17:30	44%	37%	30%	48%	61%	36%	19%	39%
17:45	18%	19%	17%	22%	48%	17%	14%	24%
18:00	22%	42%	39%	34%	64%	29%	23%	37%
18:15	17%	20%	12%	23%	39%	16%	12%	21%
18:30	34%	29%	29%	46%	58%	26%	20%	35%
18:45	15%	14%	15%	23%	37%	15%	14%	20%
19:00	13%	25%	34%	29%	53%	20%	16%	29%
19:15	15%	13%	9%	20%	31%	13%	11%	17%
19:30	14%	16%	18%	33%	38%	15%	15%	22%
19:45	17%	10%	10%	20%	26%	9%	9%	15%
20:00	6%	8%	15%	18%	31%	12%	9%	16%
20:15	4%	6%	6%	5%	18%	4%	7%	8%
20:45					14%			14%
22:15					21%			21%