Caledonian MacBrayne
Clyde & Hebridean Ferries

Future Barra Vessel Deployment Options

Consultation

13/01/2026

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 Castlebay - Oban service.

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

For any comments and feedback, clipboards supplied or alternatively please email your Area Manager ian.graham@calmac.co.uk by 13 February 2026.

Scope – Board 3

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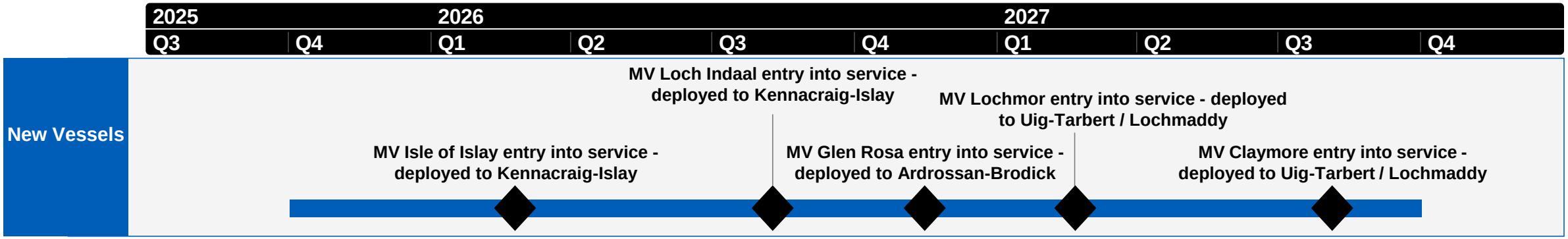
Overview and Background – Board 4

- 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
- 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:

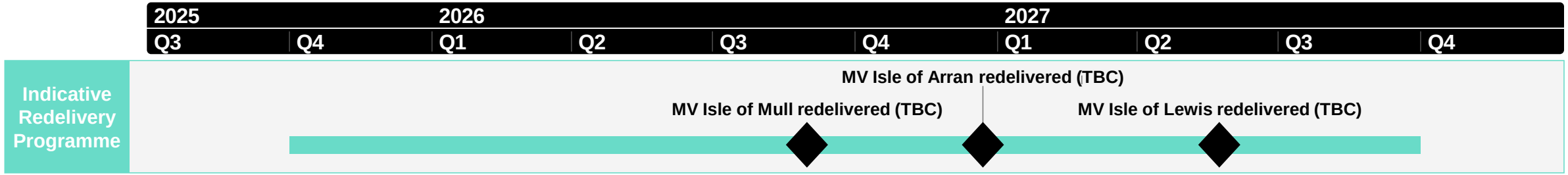


- The introduction to service of MV Lochmor will result in a vessel cascade which could change deployment on Castlebay – Oban.
- Each deployment option is supported by a detailed assessment of route needs, vessel capability, and operational readiness.

Redelivery Principles and Indicative Programme – Board 6

Our approach to deciding vessel redelivery 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:

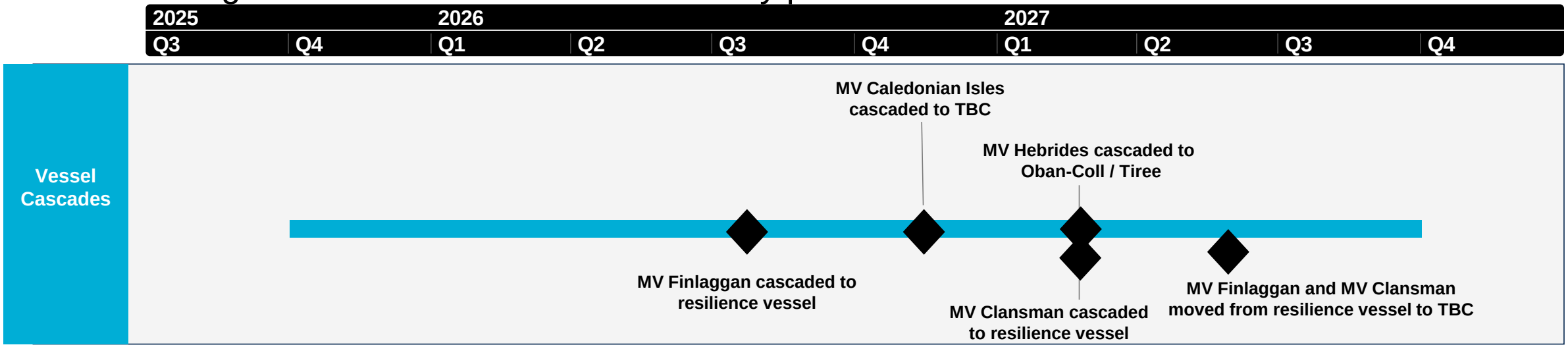


- As MV Isle of Lewis has been identified as potential vessel for redelivery, this consultation with communities is required to ensure local views and needs are taken into consideration.
- Once this is completed a recommendation will be made to Ministers on vessel redelivery.

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 Lewis identified as potential redelivery, a cascade of existing vessel being considered.

Baseline Plan and Options – Board 8

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

Option	Details
1	Redeliver MV Isle of Lewis when MV Claymore enters service
1A	Deploy MV Finlaggan to Castlebay - Oban
1B	Deploy MV Clansman to Castlebay - Oban
1C	Deploy MV Glen Rosa to Castlebay - Oban
2	Retain MV Isle of Lewis

Options and Impacts – Board 9

Option	Details and Cascade Impacts	Factors and Impacts	
1	Redeliver MV Isle of Lewis when MV Claymore enters service	Vessel Age	• 31 years (built in 1995)
		Vessel Condition	• Nearing the end of her service life therefore increased risk of breakdown due to aging vessel
		Freight and Livestock	• Current limitations related to carrying dangerous goods remain due to enclosed car deck
		Network Impact	• Alternative vessel disposal option to be considered

Options and Impacts – Board 10

Option	Details and Cascade Impacts	Factors and Impacts	
1A	Deploy MV Finlaggan to Castlebay - Oban	Vessel Age	• 15 years – built in 2011
		Vessel Fit	• Desktop assessment demonstrates adequate berth fit, to be confirmed through berthing trial.
		Capacity and Utilisation	• 21% decrease in car carrying capacity • Forecasted average utilisation Summer 2027: 64%
		Freight and Livestock	• Current freight can be shipped and benefit of increased range of dangerous goods that can be shipped due to open car deck • Capable of carrying livestock
		Weather Resilience and Technical Cancellations	• MV Finlaggan has demonstrated reliable performance in adverse weather conditions on Islay and Little Minch routes • 13% technical cancellations in 2025
		Timetable	• Passage time would increase circa 10 – 15 mins each way due vessel speed of 16.3 knots • Turnaround time expected to be maintained subject to trial
		Network Impact	• MV Clansman sole resilience vessel for major vessel fleet

Options and Impacts – Board 11

Option	Details and Cascade Impacts	Factors and Impacts	
1B	Deploy MV Clansman to Castlebay - Oban	Vessel Age	• 27 years – built in 1998
		Vessel Fit	• Suitable fit, operates service weekly in summer
		Capacity and Utilisation	• 22% decrease in car carrying capacity • Forecasted average utilisation Summer 2027: 65%
		Freight and Livestock	• Current freight can be shipped and benefit of increased range of dangerous goods that can be shipped due to open car deck • Capable of carrying livestock
		Weather Resilience and Technical Cancellations	• MV Clansman has demonstrated reliable performance in adverse weather conditions on this route and main route Coll/Tiree • 30% technical cancellations in 2025
		Timetable	• Passage time would increase circa 10 – 15 mins each way due vessel speed of 16.5 knots • Turnaround time expected to be maintained subject to trial
		Network Impacts	• MV Finlaggan as resilience vessel

Options and Impacts – Board 12

Option	Details and Cascade Impacts	Factors and Impacts	
1C	Deploy MV Glen Rosa to Castlebay - Oban	Vessel Age	• Due to be delivered in Q4 2026
		Vessel Fit	• Desktop assessment demonstrates adequate berth fit, to be confirmed through berthing trial. • Further analysis of displacement suitability being carried out
		Capacity and Utilisation	• 22% increase in car carrying capacity • Forecasted average utilisation Summer 2027: 43%
		Freight and Livestock	• Current freight can be shipped, likely to result in increased range of dangerous goods that can be shipped due to open car deck • Capable of carrying livestock
		Weather Resilience and Technical Cancellations	• Sister vessel performance has demonstrated weather resilience although vessel has yet to be deployed on exposed route • 14% technical cancellations in 2025 (MV Glen Sannox figure)
		Timetable	• Passage time would increase circa 10 – 15 mins each way due vessel speed of 16.5 knots • Turnaround time expected to be maintained subject to trial
		Network Impacts	• Full network impact and resilience vessel to be confirmed

Options and Impacts – Board 13

Option	Details and Cascade Impacts	Factors and Impacts	
2	Retain MV Isle of Lewis	Vessel Age and condition	• 31 years - built in 1995 • Exceeding expected her service life therefore increasing risk of breakdowns as vessel ages
		Capacity and Utilisation	• Car carrying capacity as per current • Forecasted average utilisation Summer 2027: 51%
		Freight and Livestock	• Current limitations related to carrying dangerous goods remain due to enclosed car deck
		Technical Cancellations	• 32% technical cancellations in 2025
		Vessel Life Extension	• Extensive period off service required (circa 5 months) to extend service life • Substantial investment cost required
		Network Impacts	• Full network impact and resilience vessel to be confirmed

Thank You and Next Steps – Board 14

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

Vessel Capacities – Board 15

- The below table shows the average carrying capacities for each vessel.

- For commercial traffic, this is calculated in high lane meters. This is the amount of lane meters available for commercial traffic.

Vessel	Cars	Passengers	Commercial Traffic (High Lane Meters)
MV Isle of Lewis	99	680	230m
MV Finlaggan	79	550	173m
MV Clansman	78	638	170m
MV Glen Rosa	121	851	258m