

Welcome



We welcome you and thank you for taking the time to attend this public engagement drop in event. This session aims to share information on the strategic vessel deployment, disposal and cascade plan, specifically vessel deployment for the Coll and Tiree – Oban service.

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

For any comments and feedback, please speak to our team or email **strategicplanning@calmac.co.uk**

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Overview & Background

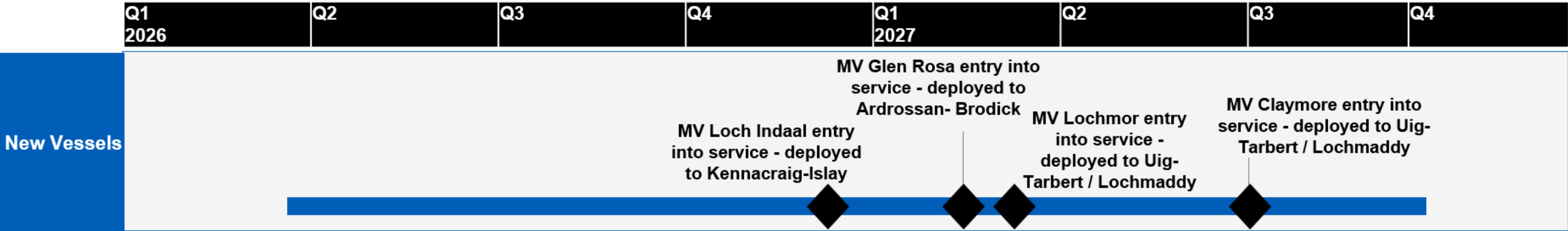


- In December 2025, CalMac has published the baseline Vessel Deployment, Disposal and Cascade Plan (VDD&CP). This sets out a baseline view of how our major vessels will be deployed across the network through to 2028.
- This aligns to the Island Connectivity Plan (ICP) Vessels and Ports Plan.
- Transport Scotland is currently carrying out Community Needs Assessments (CNAs) that could inform long-term changes to service provision on the Coll and Tiree routes. However, these potential changes are beyond the scope of the current engagement and have not been considered as part of this exercise.

Deployment Plan



- Over the coming 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 now and 2028:



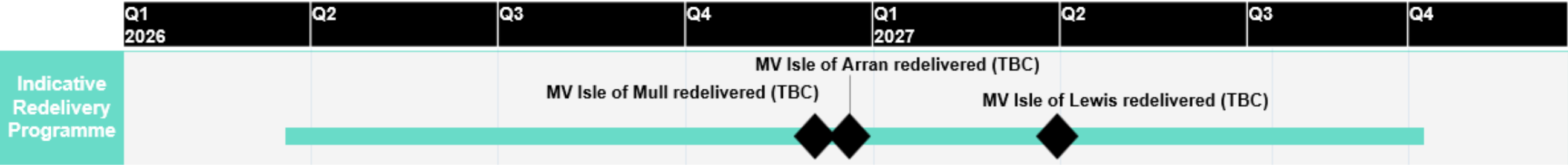
- The introduction into service of MV Lochmor may result in a vessel cascade which could have changed deployment on Coll and Tiree – Oban.
- Each deployment option is supported by a detailed assessment of route needs, vessel capability, and operational readiness.

Redelivery Principles & Indicative Prog



Our approach to deciding vessel redelivery (removal from CalMac 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 baseline plan identified the following vessels for potential removal from service between now and 2028:

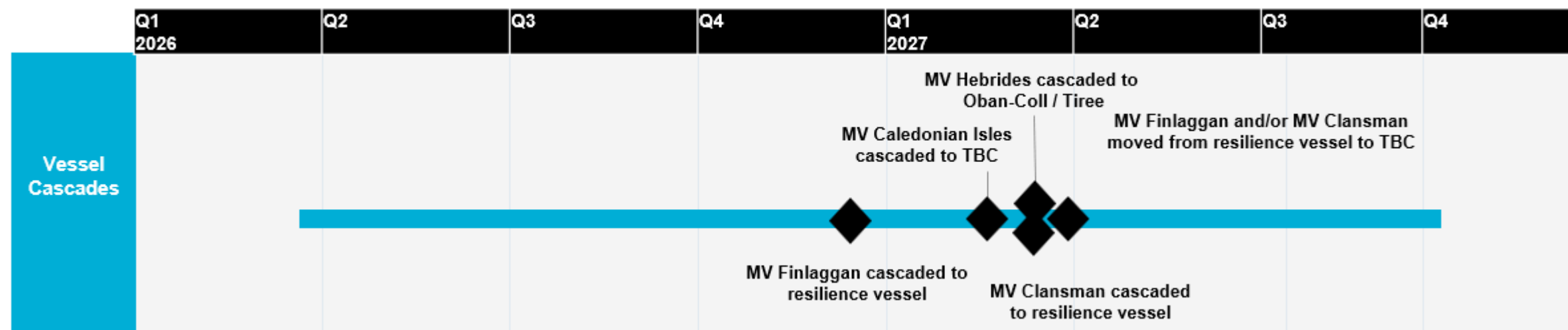


Cascade Principles & Indicative Prog



Our approach to cascade (redeployment of vessel) 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 baseline plan outlined the potential cascade movements:



- MV Clansman and MV Hebrides were being considered as potential vessels to cascade.

Baseline Plan & Options



- The baseline plan outlines potential cascade of MV Clansman and MV Hebrides.
- We have reviewed the two deployment options to ensure that Coll and Tiree services meet community priorities, where possible:

Option	Vessel
1	MV Clansman (Current Service)
2	MV Hebrides (Baseline Plan)

- For both options, a full network impact and resilience vessel has been reviewed.

Options & Impacts



Option 1 – Retain MV Clansman (current service)

Vessel Age and Condition	Built in 1998 (28 years old), nearing the end of her operational service life.
Vessel Fit	– Coll and Tiree - Full fit achieved and utilises the passenger gangway successfully. – Oban – Full fit achieved at Oban 2 with passenger access interface.
Capacity and Utilisation	Forecasted average vehicle utilisation for peak 9 weeks of Summer 2027: 50%.
Freight	As per current, no change.
Technical Cancellations	2.21% of scheduled sailings were disrupted due to technical issues in 2025.

Options & Impacts



Option 2 - MV Hebrides (Baseline Plan)

Vessel Age and Condition	Built in 2001 (25 years old), nearing the end of her operational service life in 5 years.
Vessel Fit	– Coll and Tiree – Full fit achieved and utilises the passenger gangway successfully. – Oban – Full fit achieved at Oban 2 with passenger access interface.
Capacity and Utilisation	Forecasted average vehicle utilisation for peak 9 weeks of Summer 2027: 45%.
Freight	As per current, no change.
Technical Cancellations	2.30% of scheduled sailings were disrupted due to technical issues in 2025.

Recommendation



- Initial feedback from the community demonstrates a preference for retaining MV Clansman as the primary vessel on the route.
- This preference reflects the vessel's strong operational record and its alignment with community priorities.
- On this basis, we recommend retaining MV Clansman as the main service vessel for the route.

Thank you



- Thank you for taking the time to attend.
- All information displayed will be made available on CalMac's website and can be accessed via the QR code provided.



SCAN FOR INFO

If you have any comments or feedback please email us at **strategicplanning@calmac.co.uk**

Improving every journey

Annex 1 – Vessel Capacities



- 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.

Vessel	Passengers	Vehicle Carrying Capacity
MV Clansman	638	78 cars or 170 HLM
MV Hebrides	612	86 cars or 210 HLM