

Caledonian MacBrayne
Clyde & Hebridean Ferries

Future Brodick – Ardrossan/Troon Vessel Deployment Options

Consultation

26 May 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 Brodick – Ardrossan/Troon service.

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

For any comments and feedback, feedback forms supplied or alternatively please email arranvesseldeployment@calmac.co.uk by 16 June 2026.



Scope – Board 3

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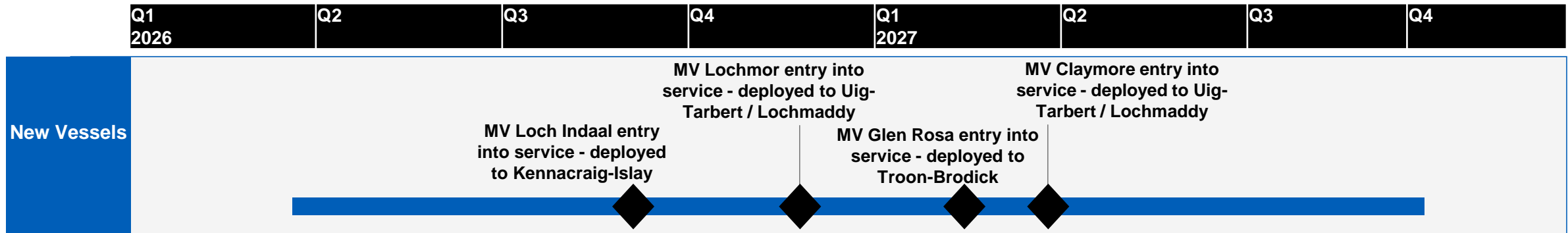
Overview and Background – Board 4

- 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.
- We want to shape the final version through meaningful engagement and consultation, and that is why we are here today.
- We are keen to gather community views on these plans and understand your priorities.
- All affected communities, whether directly or indirectly by vessel cascade or deployment. will be consulted before any final decisions are made.
- We commit to giving updates on the progress.
- Our goal is to ensure that vessel changes consider community feedback and support wellbeing and connectivity.



Deployment Plan – Board 5

- 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 to service of MV Glen Rosa may result in a vessel cascade which could change deployment on Brodick – Ardrossan/Troon.
- Each deployment option is supported by a detailed assessment of route needs, vessel capability, and operational readiness.

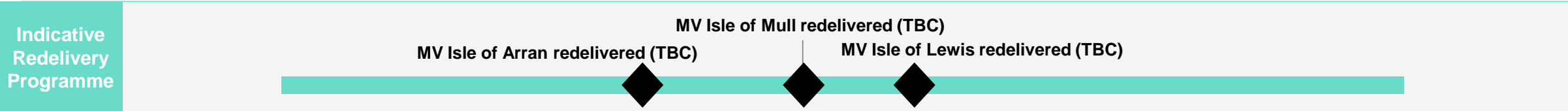
Redelivery Principles and Indicative Programme – Board 6



Our approach to deciding vessel redelivery (removal from 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 following vessels are currently identified for potential removal from service between now and 2028:

Q1 2026	Q2	Q3	Q4	Q1 2027	Q2	Q3	Q4
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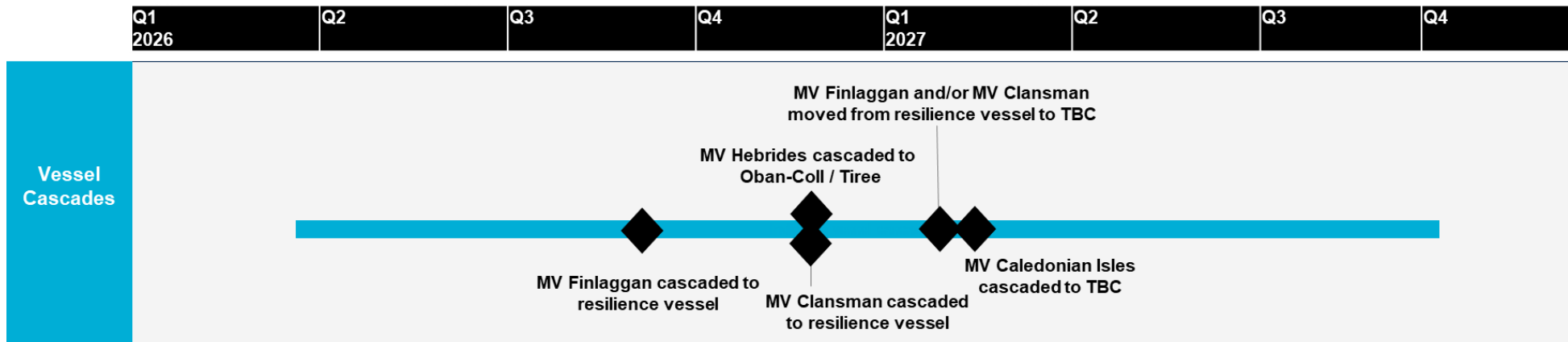
- Although MV Caledonian Isles has not been listed as a potential vessel for removal from service, this is currently being assessed. This consultation with communities is required to ensure local views and needs are taken into consideration.
- Once this is completed a network wide recommendation will be made to Transport Scotland/Ministers



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:



- MV Caledonian Isles is being considered as a potential vessel to cascade and network wide recommendation will be made to Transport Scotland/Ministers.



Ports – Board 8

- The ports and infrastructure we operate to are owned and maintained by CMAL and one third party harbour authority. Details are below for the three ports specific to this route:
 - **Brodick**
 - Port is owned by CMAL
 - Brodick Ferry Terminal Redevelopment project completed in 2018
 - **Ardrossan**
 - Port is now owned by CMAL, who are progressing a project to redevelop the port.
 - The existing infrastructure is life-expired and requires significant investment, irrespective of any future deployment decisions.
 - CMAL will undertake public consultation to help inform this work.
 - **Troon**
 - Port is owned by Associated British Ports
 - Port was set up as an alternative mainland berth in 2024 and will be the mainland port for the Arran service during the Ardrossan Project closure



Baseline Plan and Options – Board 9

- The baseline plan outlines potential cascade of MV Caledonian Isles and deployment of MV Glen Rosa.
- We are reviewing a range of deployment options to ensure that Ardrossan is maintained as the primary mainland port, until the port closes for redevelopment works.

Option	Vessel 1	Vessel 2
1	MV Glen Sannox (Baseline Plan)	MV Glen Rosa (deployed in all options)
2	MV Caledonian Isles	
3	MV Hebrides	
4	MV Clansman	
5	MV Finlaggan	

- For this consultation, MV Isle of Arran, MV Lord of the Isles and MV Isle of Mull have been discounted due to their capacity and age. MV Isle of Lewis has also been discounted due to her age and draught related issues at Ardrossan and Troon.
- Deployment of Islay class vessels have not been considered as they are intended to be deployed onto Islay and Little Minch routes (with one vessel being a relief vessel in winter).
- Some options have vessel/operational/infrastructure blockers (listed in the following boards) which could impact reliability/frequency of services to Arran and other parts of network.
- For all timetable options from Troon, it is assumed they will operate a mirror timetable to MV Glen Sannox, with departure and arrival times that match from mainland and island ports.
- For all options, the full network impact and resilience vessel needs to be confirmed.

Options and Impacts – Board 10



Option 1 – Deploy MV Glen Sannox with MV Glen Rosa (Baseline)

Vessel Age & Condition	<ul style="list-style-type: none"> Built in 2024 (1.5 years old) – entered service 2025, within her early operational service life
Vessel Fit	<ul style="list-style-type: none"> <u>Brodick</u>: Suitable fit bow and stern in with passenger access system interface <u>Ardrossan</u>: Pending completion of harbour upgrades <u>Troon</u>: Stern in operations
Mainland Port	<ul style="list-style-type: none"> MV Glen Sannox/Rosa will be unable to operate from Ardrossan until the redevelopment works are completed. As a result, MV Glen Rosa will operate from Troon and the service from Ardrossan will be suspended, until the port redevelopment works are completed.
Capacity & Utilisation	<ul style="list-style-type: none"> As per the baseline – capacity for 121 cars and 852 passengers Forecasted average vehicle utilisation for peak 9 weeks of Summer 2027: 71% Forecasted average passenger utilisation for peak 9 weeks of Summer 2027: 34%
Freight	<ul style="list-style-type: none"> Current freight can be shipped
Technical Cancellations	<ul style="list-style-type: none"> 0.85% of scheduled sailings were disrupted due to technical issues in 2025
Timetable	<ul style="list-style-type: none"> Indicative timetable sees each vessel operating circa 23 returns per week (summer & winter, excluding overhaul period)

Options and Impacts – Board 11



Option 2 - Deploy MV Caledonian Isles with MV Glen Rosa

Vessel Age & Condition	<ul style="list-style-type: none"> Built in 1992 (34 years old), as such could only be an interim option until she is removed from service. Exceeding expected operational service life, although was subject to substantial works associated with structural steel in the last few years. Even with these investment works and required works completed at overhauls, there is an increasing risk of a major unplanned outage, with potential impacts on service.
Vessel Fit	<ul style="list-style-type: none"> <u>Brodick</u>: Suitable for bow and stern in operations with passenger access system interface <u>Ardrossan</u>: Suitable for bow and stern in operations with passenger access system interface <u>Troon</u>: Stern in operations only
Mainland Port	<ul style="list-style-type: none"> Maintains operations from Ardrossan until the redevelopment works commence.
Capacity & Utilisation	<ul style="list-style-type: none"> 27% decrease in vehicle capacity – forecasted average utilisation for peak 9 weeks of Summer 2027, operating from Ardrossan: 59% (increasing to 82% if Ardrossan closes and services operate from Troon). 17.5% increase in passenger capacity – forecasted average utilisation for peak 9 weeks of Summer 2027, operating from Ardrossan: 20% (increasing to 31% if Ardrossan closes and services operate from Troon).
Freight	<ul style="list-style-type: none"> Current freight can be shipped
Technical Cancellations	<ul style="list-style-type: none"> 4.5% of scheduled sailings were disrupted due to technical issues in 2023
Timetable	<ul style="list-style-type: none"> Continue operate her current timetable at Ardrossan (circa 35 return sailings per week summer and 33 return sailings per week in winter).

Options and Impacts – Board 12



Option 3- Deploy MV Hebrides with MV Glen Rosa	
Vessel Age & Condition	<ul style="list-style-type: none"> Built in 2001 (25 years old), nearing the end of her operational service life in 5 years
Vessel Fit	<ul style="list-style-type: none"> <u>Brodick</u>: Desktop assessment suggests suitable fit achieved bow and stern in with a passenger access system (PAS) interface. Berthing trial will be required to confirm. <u>Ardrossan</u>: Suitable fit bow and stern in. Desktop assessment suggests suitable PAS interface. Berthing trial required to confirm. If passenger access system fit cannot be achieved this option would be discounted. <u>Troon</u>: Suitable fit stern in
Mainland Port	<ul style="list-style-type: none"> Maintains operations from Ardrossan until the port redevelopment works commence.
Capacity & Utilisation	<ul style="list-style-type: none"> 29% decrease in vehicle capacity – forecasted average utilisation for peak 9 weeks of Summer 2027, operating from Ardrossan: 60% (increasing to 83% if Ardrossan closes and services operate from Troon). 28% decrease in passenger capacity – forecasted average utilisation for peak 9 weeks of Summer 2027, operating from Ardrossan: 28% (increasing to 39% if Ardrossan closes and services operate from Troon).
Freight	<ul style="list-style-type: none"> Increased range of dangerous goods can be shipped due to open car deck
Technical Cancellations	<ul style="list-style-type: none"> 2.30% of scheduled sailings were disrupted due to technical issues in 2025
Timetable	<ul style="list-style-type: none"> Timetable to be confirmed once passenger access system interface is confirmed. If PAS interface available, will be able to maintain current timetable from Ardrossan.

Options and Impacts – Board 13



Option 4 – Deploy MV Clansman with MV Glen Rosa

Vessel Age & Condition	<ul style="list-style-type: none"> Built in 1998 (28 years old), nearing the end of her operational service life
Vessel Fit	<ul style="list-style-type: none"> <u>Brodick</u>: Suitable fit stern in with passenger access system (PAS) interface. Desktop assessment suggests suitable fit achieved bow with PAS interface. Berthing trial will be required to confirm. <u>Ardrossan</u>: Suitable fit achieved bow and stern in with PAS interface. <u>Troon</u>: Suitable fit achieved stern in
Mainland Port	<ul style="list-style-type: none"> Maintains operations from Ardrossan until the redevelopment works commence.
Capacity & Utilisation	<ul style="list-style-type: none"> 36% decrease in vehicle capacity – forecasted average utilisation for peak 9 weeks of Summer 2027, operating from Ardrossan: 63% (increasing to 87% if Ardrossan closes and services operate from Troon). 25% decrease in passenger capacity – forecasted average utilisation for peak 9 weeks of Summer 2027, operating from Ardrossan: 27% (increasing to 38% if Ardrossan closes and services operate from Troon).
Freight	<ul style="list-style-type: none"> Increased range of dangerous goods that can be shipped due to open car deck
Technical Cancellations	<ul style="list-style-type: none"> 2.21% of scheduled sailings were disrupted due to technical issues in 2025
Timetable	<ul style="list-style-type: none"> Expected to be able to maintain current timetable from Ardrossan

Options and Impacts – Board 14



Option 5 – Deploy MV Finlaggan with MV Glen Rosa

Vessel Age & Condition	<ul style="list-style-type: none"> Built in 2011 (15 years old), still within her operational service life
Vessel Fit	<ul style="list-style-type: none"> <u>Brodick</u>: Berthing trial required <u>Ardrossan</u>: Suitable fit bow in with passenger access system (PAS) interface. Stern in requires a berthing trial. <u>Troon</u>: Suitable fit achieved bow and stern in
Mainland Port	<ul style="list-style-type: none"> Maintains operations from Ardrossan until the redevelopment works commence.
Capacity & Utilisation	<ul style="list-style-type: none"> 35% decrease in vehicle capacity – forecasted average utilisation for peak 9 weeks of Summer 2027, operating from Ardrossan: 63% (increasing to 86% if Ardrossan closes and services operate from Troon). 35% decrease in passenger capacity – forecasted average utilisation for peak 9 weeks of Summer 2027, operating from Ardrossan: 30% (increasing to 41% if Ardrossan closes and services operate from Troon)
Freight	<ul style="list-style-type: none"> Increased range of dangerous goods that can be shipped due to open car deck
Technical Cancellations	<ul style="list-style-type: none"> 0.88% of scheduled sailings were disrupted due to technical issues in 2025
Timetable	<ul style="list-style-type: none"> Should be able to maintain number of sailings per week from Ardrossan. Although current timetable from Ardrossan may need to be tweaked due to clam shell doors. To be reviewed after berthing trial.

Thank You, Next Steps and Timelines – Board 15



- Thank you for taking the time to attend and provide your feedback
- All information displayed will be made available on CalMac's website and can be accessed via the QR code provided
- Please provide any comments today via the feedback forms supplied or alternatively by email to arranvesseldeployment@calmac.co.uk by 16 June 2026
- Your feedback will help inform future vessel deployment decisions, balancing the needs of Arran with the wider ferry network to achieve the best overall outcome for all communities.
- We will publish a summary of consultation outcomes and explain how community input has influenced the final plan



Timelines

- 16 June 2026 – Feedback via email closes
- 30 June 2026 – Options paper with recommendation will be submitted to Transport Scotland/Ministers
- 31 July 2026 – Decision required regarding future vessel deployment from Transport Scotland/Ministers



Annex 1 – Vessel Capacities – Board 16

- 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 Glen Rosa/Sannox	852	121 cars or 258 HLM
MV Caledonian Isles	1000	88 cars or 150 HLM
MV Hebrides	612	86 cars or 210 HLM
MV Clansman	638	78 cars or 170 HLM
MV Finlaggan	550	79 cars or 173 HLM

Annex 2 – Vessel Assessment Summary – Board 17



The below table reflects a summary of the key points outlined in the earlier boards:

	MV Glen Sannox (Baseline)	MV Cale Isles	MV Hebrides	MV Clansman	MV Finlaggan	Islay Class (For info)
Vessel Age & Condition						
Brodick Berth Fit						
Brodick PAS Fit						
Ardrossan Current Berth Fit					Bow in	
Ardrossan Current PAS Fit			TBC		Bow in	
Troon Berth Fit		Stern in	Stern in	Stern in		Stern in
Mainland Port Flexibility	No Ardrossan					No Ardrossan
Car Capacity		27% decrease	29% decrease	36% decrease	35% decrease	24% decrease
Car Capacity Utilisation	71% (Troon)	59% (Ardrossan)	60% (Ardrossan)	63% (Ardrossan)	63% (Ardrossan)	Not considered
Passenger Capacity		17.5% increase	28% decrease	25% decrease	35% decrease	47% decrease
Passenger Capacity Utilisation	34% (Troon)	20% Ardrossan	28% (Ardrossan)	27% (Ardrossan)	30% (Ardrossan)	Not considered
Freight						
Technical Cancellations (2023)	0.85% (2025)	4.5%	1%	3%	3.45%	N/A