

Timetable Development Summer 2016

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

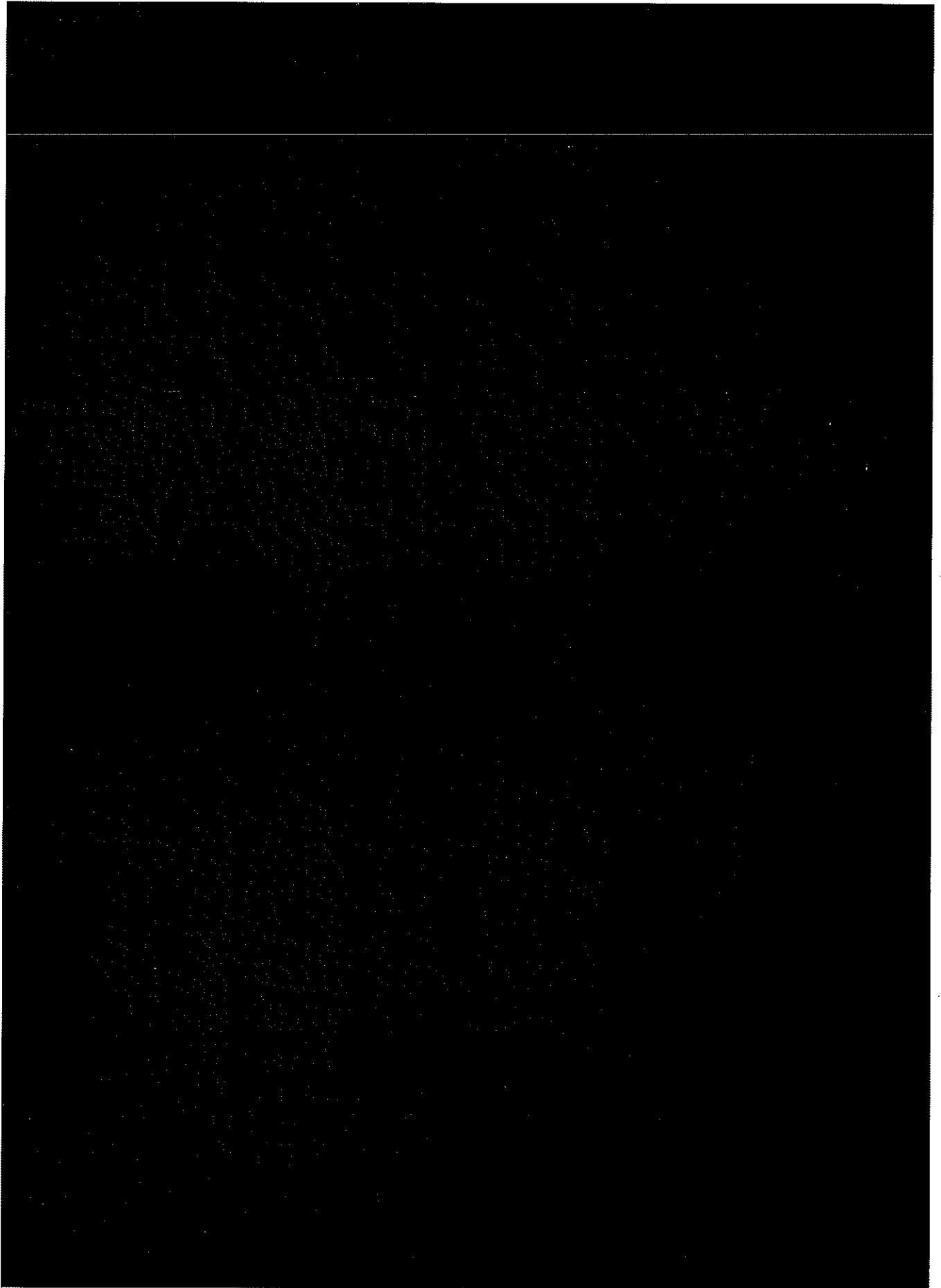
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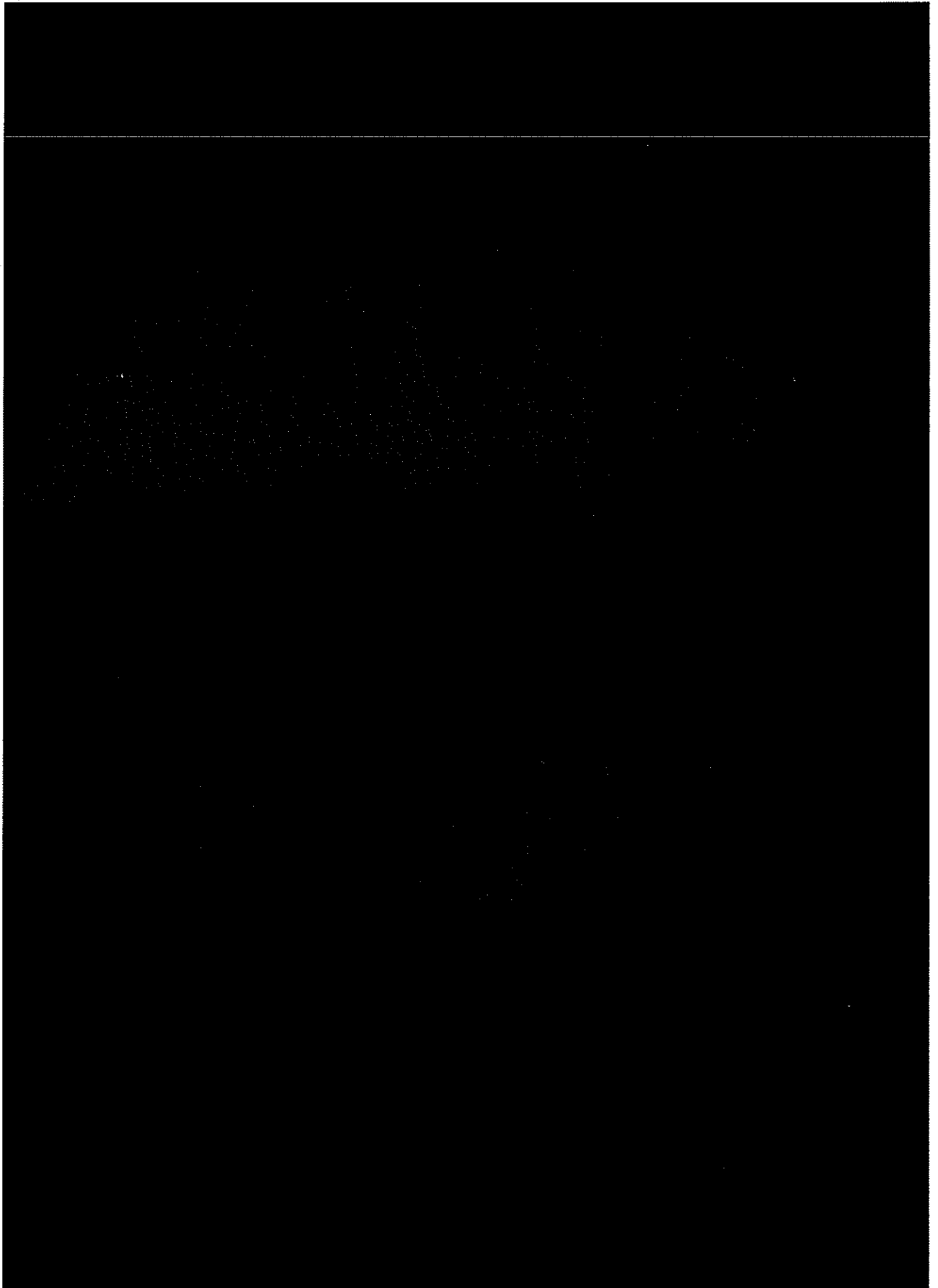
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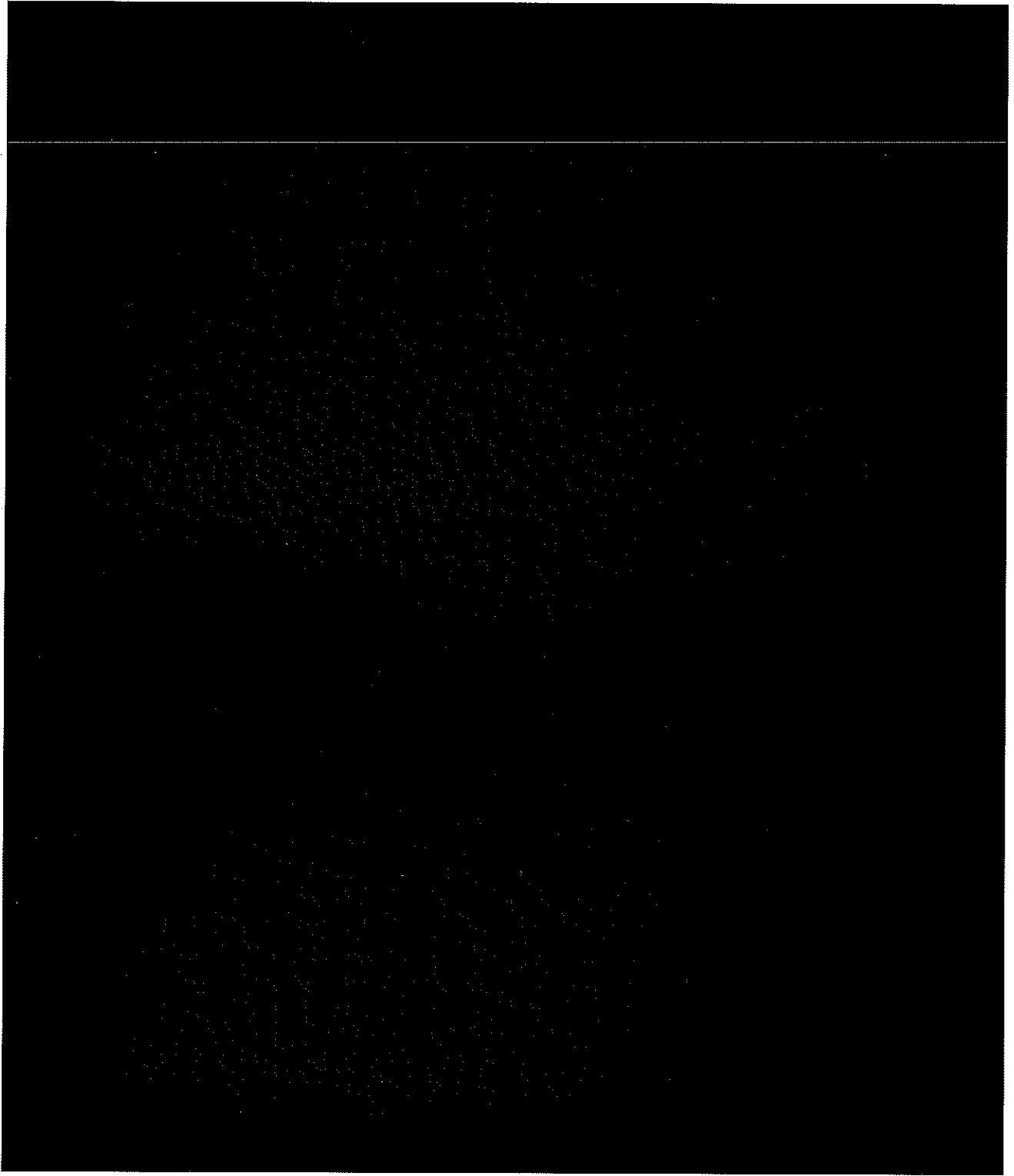
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[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]







Mallaig-Armadale

Original Proposal Put Forward by Transport Scotland

Lochinvar – 6 return sailings per day

LOTI – 4 return sailings per day

Revised Proposal Following Consultation

Lochinvar – 6 return sailings per day

LOTI – 4 return sailings per day

Sleat Community Consultation Feedback

Status	They requested/raised....	We did/said....	Implication
×	Request to retain Coruisk on route	Not an option due to vessel deployment elsewhere	
×	Proposed deployment of Lochinvar raised serious capacity concerns from the Community	Whilst the Lochinvar combined with LOTI will increase the overall capacity throughout the day, at peak times there may be occasional capacity constraints. As a result consideration was given to deploying the Loch Fyne instead of Lochinvar. Following a detailed investigation it will not be possible to operate the Loch Fyne on the Mallaig-Armadale route without considerable investment (see note 2).	Nil cost increase
✓	Concern regarding lack of refreshment provision onboard Lochinvar	LOTI will offer full cafeteria facility and vending options will be considered for Lochinvar/Loch Fyne	Nil cost impact
✓	Number of Sunday sailings initially proposed were deemed to be insufficient	Two additional return sailings will now be carried out by LOTI	See note D for cost impact

Note 2

It will not be feasible to use the Loch Fyne on Mallaig-Armadale as modifications would be needed to the linkspan which would impact on the operation of the LOTI. The Loch Fyne will not fit in its current format and it will not be possible to modify the ramp without weakening it substantially. The cost of upgrading the ramp will be between [REDACTED].

For comparison, the capacities of each vessel and the maximum PCU carried in one day on the route in Summer 2015 can be found below:

Vessel	Capacity (PCUs)
Coruisk	40
LOTI	52
Lochinvar	22
Max Daily PCU (Mal-Arm)	287
Max Daily PCU (Arm-Mal)	259

The following table compares the total daily capacity offered by the MV Coruisk against the total capacity which will be offered by the LOTI and Lochinvar. As a whole the maximum capacity offered by the LOTI and Lochinvar is greater across the day than the Coruisk on its own and will also provide an increased frequency to the community (an additional 2 return sailings per day).

Vessel(s)	Daily Capacity (PCUs)	Max Capacity Utilisation *
Coruisk (8 returns per day)	320	90%
LOTI (4 returns per day) / LVR (6 returns per day)	340	84%

* Based on the maximum vehicles carried on the route in one day i.e. 287 PCU

Next Steps

- Functionality of Armadale PAS being reviewed to assess compatibility with LOTI. [REDACTED] is reviewing along with Port Manager

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[REDACTED]	[REDACTED] [REDACTED]	[REDACTED] [REDACTED]	[REDACTED]

Significant Points of Note

Although the community consultation process has gone well as a whole, there are some key areas where we have been unable to satisfy community concerns. As noted above we are unable to provide a Lochboisdale-Oban service using the LOTI, in part because it had previously been democratically agreed by the community that only a Lochboisdale-Mallaig service would be provided, but also because the vessel will be deployed elsewhere. Should the community continue to push for this service we will be unable to deliver this without significantly impacting on the services proposed on the Mallaig-Armadale route.

The Sleat Community also raised concern regarding the deployment of the Lochinvar and removal of the Coruisk on the Mallaig-Armadale route. Whilst it appeared that the Loch Fyne would solve any capacity issues, investigations to date suggest that the vessel will not be able to operate without significant modifications to the ramp. A thorough investigation demonstrated that any modifications to the linkspan and/or ramp would prove unworkable. Furthermore, the Coruisk cannot be retained on the Mallaig - Armadale route without reducing the Oban-Craignure route to a single-vessel service and removing the commutable aspect to the timetable. It is also important to note that whilst the Lochinvar may not be acceptable to the community, it does provide sufficient capacity throughout the day to meet the likely demand.

Cost notes.

[REDACTED]

[REDACTED]

[REDACTED]

D Additional Sailings for LOTI for Sleat

Additional cost of berthing fees and fuel are of the order [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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