

An exception applies

Exceptions under regulations 10(4)(d) Material in the course of completion and 10(5)(e) Confidentiality of commercial or industrial information of the EIRs apply to some of the information you have requested. Exemption 10(4)(d) covers material which is still in the course of completion, unfinished documents and incomplete data. The material is still being finalised and it is hoped that it will be completed over the next few months. Exemption 10(5)(e) covers commercially sensitive information.

These exceptions are subject to the 'public interest test'. Therefore, taking account of all the circumstances of this case, we have considered if the public interest in disclosing the information outweighs the public interest in applying the exceptions. We have found that, on balance, the public interest lies in favour of upholding the exceptions. We recognise that there is some public interest in release because it relates to the overall programme of works, however this is outweighed by the public interest in ensuring that information is as accurate and complete as possible so as not to confuse and conflate matters relating to the programme as well as ensuring that commercially sensitive information is protected.

## Gourock-Dunoon Steering Group – Meeting No 7 – 17 Sept - Note

In attendance via Microsoft Teams

{Redacted}	Transport Scotland
{Redacted}	Transport Scotland
{Redacted}	Transport Scotland
{Redacted}	CMAL
{Redacted}	CMAL
{Redacted}	Argyll and Bute Council
{Redacted}	Inverclyde Council
{Redacted}	CalMac Ferries Ltd
{Redacted}	CalMac Ferries Ltd
{Redacted}	Mott Macdonald
{Redacted}	Mott Macdonald

Apologies:

{Redacted}	CMAL
{Redacted}	CMAL
{Redacted}	Argyll and Bute Council
{Redacted}	Argyll and Bute Council
{Redacted}	CMAL

	<b>Agenda and Note</b>	<b>Action</b>	<b>Lead</b>
1.	<p><b>Introductions and Health and Safety</b>  {Redacted} opened the meeting and welcomed the attendees</p> <p>Under the current COVID19 Lockdown procedures meetings will continue to be held via Microsoft Teams.</p>		{Redacted}
2.	<p><b>Action list</b>  Action list – updated as per attachment</p>		{Redacted}
3.	<p><b>Project Updates:</b>  CalMac  Working on operational readiness plans and planning for crew familiarisation requirements.</p> <p>CMAL Gourock  Mott Macdonald finalising the Objectives and Requirements memo following on from engagement with Steering Group, CMAL and CalMac.  Setting up the wave modelling for the project.  Preparing draft Transport Planning Objectives for discussion with the Steering Group  Issuing and analysing tenders for survey work.</p> <p>CMAL Vessels (update {Redacted})  Tender live for naval architect with award due in November</p> <p>A&amp;BCouncil</p>	<p>{Redacted}</p> <p>{Redacted}</p> <p>{Redacted}</p>	

	Presentations made to Argyll and Bute area Committee and Argyll and Bute Harbour board. An entry has now been made on the Ports asset management plan to cover initial scheme costs for Dunoon and Kilcreggan.		
4.	<b>Risk Register</b> Updated please review and revert with any comments	ALL	{Redacted}
5.	<b>Comms and Engagement Strategy</b> Comms on-gong, the survey results have been published on the project website and the Q&A section is being kept up-to-date.  Engagement strategy will move to a virtual environment in the short to medium term. Project webpage and social media being key outlets. Consideration is currently being made to GDPR with regards to recording a webinar type presentation with Q&A session as a replacement for roadshows. Review to be carried out as to live or pre-recorded session.	CMAL	{Redacted}
6.	<b>Mott Macdonald Presentation</b> Presentation included in separate file. All parties to review TPO and revert with comments. 1 Week response time agrees	ALL	{Redacted}
7.	<b>AOCB</b>  <u>Actions:</u> Issued as an updated table alongside this document	CMAL	{Redacted}
8.	<b>Date of Next Meeting</b>  CMAL to issue a doodle poll to arrange more frequent Steering Group meetings for November and December.		{Redacted}

Gourock-Dunoon Steering Group – Meeting No 8 – 19 Oct - Note

In attendance via Microsoft Teams

{Redacted}	Transport Scotland
{Redacted}	Transport Scotland
{Redacted}	CMAL
{Redacted}	CMAL
{Redacted}	CMAL
{Redacted}	CMAL
{Redacted}	Argyll and Bute Council
{Redacted}	Argyll and Bute Council
{Redacted}	Inverclyde Council
{Redacted}	CalMac Ferries Ltd
{Redacted}	CalMac Ferries Ltd

Apologies:

{Redacted}	CMAL
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	<b>Agenda and Note</b>	<b>Action</b>	<b>Lead</b>
1.	<p><b>Introductions and Health and Safety</b>                      {Redacted} opened the meeting and welcomed the attendees</p> <p>Under the current COVID19 Lockdown procedures meetings will continue to be held via Microsoft Teams.</p>		{Redacted}
2.	<p><b>Action list</b>                      Action list – updated as per attachment</p>		{Redacted}
3.	<p><b>Project Updates:</b></p> <p>CalMac                      Crewing costs for Gourock-Dunoon and Gourock-Kilcreggan provided.                      Paper on LNG based on Troon to be provided                      Training methodology being developed based on the new Islay vessel model.</p> <p>CMAL Gourock                      Mott Macdonald have updated TPO's from feedback.                      Initial wave modelling is being developed.                      Tender for the wave survey ready to be awarded.                      Outline options for Gourock Masterplan are being developed</p> <p>CMAL Vessels                      Tenders received and being evaluated. Target award in early November</p> <p>A&amp;B Council                      Special meeting of Harbour Board to formalise updated Ports asset management plan to authorise initial scheme budget for Dunoon and Kilcreggan.                      Wave survey to be discussed for these locations and free board options.</p>	<p>{Redacted}</p> <p>{Redacted}</p> <p>{Redacted}</p> <p>{Redacted}</p>	
4.	<p><b>Comms and Engagement Strategy</b></p>	CMAL	{Redacted}

	<p>Comms on-gong, the survey results have been published on the project website and the Q&amp;A section is being kept up-to-date.</p> <p>Engagement strategy will move to a virtual environment in the short to medium term. Project webpage and social media being key outlets.</p> <p>A pre-recorded presentation with voice overs will be developed and released via project website. Q&amp;A will be invited to the project email address.</p>		
5.	<p><b>AOCB</b></p> <p><u>Actions:</u> Issued as an updated table alongside this document</p>	CMAL	{Redacted}
6.	<p><b>Date of Next Meeting</b></p> <p>CMAL to issue a doodle poll to arrange more frequent Steering Group meetings for November / December.</p>		{Redacted}

Gourock-Dunoon Steering Group – Meeting No 9 – 03 Dec - Note

In attendance via Microsoft Teams

{Redacted}	Transport Scotland
{Redacted}	Transport Scotland
{Redacted}	CMAL
{Redacted}	CMAL
{Redacted}	CMAL
{Redacted}	CMAL
{Redacted}	CMAL
{Redacted}	Argyll and Bute Council
{Redacted}	Argyll and Bute Council
{Redacted}	CalMac Ferries Ltd

Apologies:

{Redacted}	Transport Scotland
{Redacted}	Inverclyde Council
{Redacted}	CalMac Ferries Ltd

	<b>Agenda and Note</b>	<b>Action</b>	<b>Lead</b>
1.	<p><b>Introductions and Health and Safety</b>                      {Redacted} opened the meeting and welcomed the attendees</p> <p>Under the current COVID19 Lockdown procedures meetings will continue to be held via Microsoft Teams.</p>	CMAL	{Redacted}
2.	<p><b>Action list</b>                      Action list – updated as per attachment</p>	CMAL	{Redacted}
3.	<p><b>Project Updates:</b></p> <p>Transport Scotland                      SBC has been approved following additional paper with some conditions. {Redacted} to provide more details.                      Gateway review dates have been booked-in. Scope for each review to be circulated shortly.</p> <p>CalMac                      Paper required on vessel diversion to AMP: frequency, date and vehicle carrying numbers. Consideration of Troon as AMP.                      Paper on LNG based on Troon on-going.                      Statement of requirements for Kilcreggan and Dunoon on-going                      More in depth paper on the 2&amp;1 and 3 sisters on-going</p> <p>CMAL Gourock                      TPO's updated from feedback now a refresh of programme.                      Vessels-infrastructure meetings held on options.                      Wave survey deployed for Gourock. CE required and Dunoon and Kilcreggan will follow-up.                      Outline options for Gourock Masterplan are to be presented by MM today</p> <p>CMAL Vessels</p>	<p>TS</p> <p>CFL</p> <p>CMAL</p>	<p>{Redacted}</p> <p>{Redacted}</p> <p>{Redacted}</p> <p>{Redacted}</p>

	<p>Naval architect tenders evaluated and award documentation with procurement manager. Target award in early Dec</p> <p>A&amp;B Council Update provided to Dec Area Committee. Design resource to be in place in Jan.</p>	<p>CMAL</p> <p>A&amp;BC</p>	{Redacted}
4.	<p><b>Mott MacDonald Presentation – Gourock outline options</b></p> <p>Presentation attached</p>	MM	{Redacted}
5.	<p><b>AOCB</b></p> <p><u>Actions:</u> Issued as an updated table alongside this document</p>	CMAL	{Redacted}
6.	<p><b>Date of Next Meeting</b></p> <p>CMAL to issue a doodle poll to arrange more frequent Steering Group meetings for January / March 2021.</p>	CMAL	{Redacted}

{Redacted}



# Gourock Dunoon Harbour and Vessels Project Sponsor's Requirements Statement





Document Title: Dunoon-Gourock Sponsor's Requirements Statement  
 Status: Issued  
 Date: 17/01/2020  
 Client: Transport Scotland  
 Prepared by : {Redacted}

Revision	Date	Purpose	Status	Comment
Rev 0	17/01/20	For comment	Draft	Sent to Transport Scotland
Rev 1	22/01/20	For comment	Issued	Sent to Transport Scotland
Rev 2	04/03/20	For project design	Issued	Updated Reference Group input Clarifications from Transport Scotland
Rev 3	14/05/20	For Project design guidance	Issued	Updated
Rev 4	25/05/20	Project strategic direction	Issued	Updated to reflect Kilcreggan service and G-D Infrastructure
Rev 5	14/09/20	Project design guidance	Issued	Updated to reflect CalMac operational requirements
Rev 6	9/12/20	Current vessel stats	Issues	Updated with latest vessel stats

## 1. GENERAL

### 1.1. Purpose

The purpose of this Sponsors Requirements Statement (SRS) is to define Transport Scotland's (The Sponsor) requirements for the Dunoon-Gourock service and associated infrastructure and take account of the Gourock-Kilcreggan service. This document will become the primary reference document which is to be developed by the designers through to detailed design to produce tender documents for placing orders with a Shipyard and Civil Engineering Contractor. Any Ministerial, Transport Scotland or Steering Group led change will require an update to this Sponsor's Requirements Statement and submission of a Change Request to the Project Sponsor for approval.

For the avoidance of doubt this SRS is not a technical specification but a statement of the general requirements of Transport Scotland. It is for CMAL and Argyll and Bute Council to develop this, in consultation with the Gourock-Dunoon Steering Group and Gourock-Dunoon Reference Group, into the technical specifications, drawings and Contract documents that will form the basis of the tenders.

### 1.2. Site Location

The image below shows the general site layout of Dunoon and Gourock as existing.



Dunoon

Gourock

### 1.3. Project Scope and Phasing

The project was initiated by the Minister for Connectivity and the Islands, to provide fit for purpose passenger carrying vessels which are **resilient and reliable**; to progress with the Gourock Masterplan and retain its status as a 'Alternative Mainland Port' and carry out infrastructure works at Dunoon to provide resilience. Note: CalMac service reliability figures show: previous hourly service as 99.5%; 2018 - 92.5% and summer 2019 – 89%. Therefore target is 98% reliability.

The two new Gourock Dunoon vessels and a third vessel for Kilcreggan will be delivered through a single procurement activity for sister ship design and cost efficiency. While this will provide three identical vessels, which will be an over specification for Kilcreggan but will provide operational flexibility for CalMac for dry docking and outages.

The Gourock harbour infrastructure design will commence at the same time as the vessel design and will incorporate a phased delivery to allow the current vessels to operate and then phase in the new vessels. Works required at Dunoon will be an optimised solution for a passenger service that integrates with the Port Infrastructure to provide a reliable and resilient system that is fully accessible. This will be developed in partnership through the vessels infrastructure working group.

### 1.4. Constraints

The works shall be undertaken such that there is no disruption to the current ferry services at Dunoon or Gourock.

Transport Scotland budget availability is a constraint and the options will be presented through the gateway process and business cases presented to the Transport Scotland IDM board.

## 2. MARINE REQUIREMENTS

### 2.1. General

At Gourock, the new berth, fendering, mooring arrangement and means of access / egress will be designed to be resilient and accommodate the new vessels be borne out through the vessels/infrastructure integration workshops. Delivery of the Masterplan works shall be phased to ensure continuity of the service but also the transition as new vessels are introduced. E-hub is to be included at Gourock and specification for this will be developed through a working group with the Scottish Government.

In Dunoon, the berth's fendering, mooring arrangement and means of access / egress will be designed to be resilient and accommodate the new vessels. Whether this is a new berth or a modification of the existing berth will be borne out through the vessels/infrastructure integration workshops. An E-hub is to be considered.

Means of access/egress at both Ports shall be robust, not overly motion susceptible, accessibility compliant as far as reasonably practicable to achieve a **resilient and reliable** service. Target 98% reliability.

The Vessels shall be designed to Operating in Category C waters.

### 2.2. Vessel Specification

#### Current Vessels

Vessel	MV Ali Cat	Mv Argyll Flyer	MV Chieftian
Classification	UK Class IV&V	UK Class IV	EU/C
Gross Tonnage	73	172	80
Length	19.9m	30m	19.5m
Breadth	8.33m	7m	6.2m
Draft	1.95m	1.25m	1.6m
Capacity - passengers	200/240	97/146/187	100
Fuel Type	MGO	MGO	MGO
Speed	14knts	19.9knts	10.5knts
Crew	3/4	3/4/5	2
Year of Build	1998	1999	2007

#### Proposed Vessels Specification (mostly from MVA report previously provided)

- Key decision maker: - Reliable and resilient in adverse weather: passage making and adverse wind and wave directions at Dunoon and Gourock
- The vessels shall be designed and constructed for Class IV voyages on the Dunoon to Gourock route in accordance with MSN 1823 (M) Edition 2: The Safety Code for Passenger Ships Operating Solely in UK Categorised Waters. The vessels shall be designed to maintain the service timetable.
- Passengers approximately 250
- Speed 12 cruising and max 14Kts (Clydeport restrictions are 12kts and this will be investigated. Current timetable is possible with 22min passage time and 8mins turn around)
- Ability to operate in Fog – (persistent period in spring where flat calm fog)
- Green propulsion options to be considered power vessels
- CalMac have provided a Statement of Operational Requirements

### Additional requirements incorporated following the Reference Group meeting

- Ability to carry bikes
- Accessibility arrangements for passengers including access – egress, changing toilet, baby changing, potential for a vessel lift dependent on embarkation/disembarkation options.
- Luggage storage
- WIFI and travel information screens
- Above deck / outdoor seating
- Minimum wash
- Separate crew access points to working areas: engine room etc

### 2.3. Gourock Berth length and alignment

The berths to be provided to allow the Primary vessels on:

1. the Dunoon-Gourock
2. Gourock-Kilcreggan
3. Alternative Mainland Port: Rothesay-Wemyss Bay and Ardrossan-Brodick vessels up to a 4.0m draft
4. Layover/overnight berthing for two Dunoon-Gourock Vessels
5. Layover/ overnight berthing for Arran vessel up to a 4.0m draft
6. Layover/overnight berthing for the Kilcreggan vessel

In scope vessels:

Dunoon - Gourock

- Argyll Flyer
- Alicat
- New Dunoon Vessels

Gourock-Kilcreggan

- Chieftain
- New Kilcreggan vessel

### Alternative Mainland Port

Rothesay-Wemyss Bay

- Argyll
- Bute
- Coruisk

Ardrossan-Brodick

- Glen Sannox
- Caley Isles
- Hebrides
- 802 – Check ducktail at linkspan and mooring bollard locations

During layover berthing access is required to the vessels while alongside the berth. There should be sufficient area and corresponding loadings alongside the vessels for:-

- Access for shore staff to mooring bollards for rope handling
- Area to allow refuelling with MGO via tanker same for alternative fuels
- Access for bunkering water to the vessel
- Ships cold ironing/shore power – also potential for ship charging
- Access for the passenger access ramps/gangways/passenger access system
- Access to move, attach and maintain passenger access ramps/gangways/passenger access system.

#### Additional requirements incorporated following the Reference Group meeting

- Passenger exit to be as close to the train as feasibility possible
- Minimise sea effects on Passenger ferry berth in adverse weather direction
- Traffic management considerations on junctions and approach roads. Design to be taken forward in collaboration with Inverclyde Council

The designers will be required to discuss, and take into account, the operational impacts of the various design solutions for berthing face and deck structure.

Staging of project must accommodate:

- current vessels (Alicat, Argyll Flyer and Chieftain)
- accommodate transition where Alicat is phased out and Argyll Flyer and new Dunoon vessel operate.
- Accommodate the two new Dunoon sister ships and a new Kilcreggan sister ship.

#### 2.4. Dunoon

The current infrastructure provision at Dunoon shall be reviewed in-line with the proposed new vessels.

In Dunoon, there will either be a bespoke passenger access system or the existing berth will be modified such that the mooring arrangement, fendering and means of access egress is designed to accommodate the new vessels.

Means of access/egress shall be robust, not motion susceptible, accessibility compliant as far as reasonable practicable and achieve the aim of 98% service reliability.

#### 2.5. Design Life

Minimum design life requirement for structural elements of the main berthing face (whether a solid quay wall or a suspended deck) including linkspan and supporting structures is 50 years. Other elements of the works, including linkspan machinery, are to have a minimum design life of 25 years.

Design life for the Vessels is 30 years.

It is recognised that design life is a balance between capital cost and ongoing maintenance cost. It is also for the asset owner (CMAL/A&B Council) to decide the maintenance regime for each element in order to reach the design life, however maintenance should not be so frequent or extensive as to disrupt the ferry operations.

#### 2.6. Design Standards and Codes

The works should be designed as a minimum to comply with the relevant British Standards and Eurocodes current at the time of the works. In addition, all works are to be designed and constructed so that their performance complies with or exceeds requirements stated in the most current version of the Health and Safety Executive's Safety in docks – Approved Code of Practice and guidance.

#### 2.7. Dredging - Gourock

Dredging requirements are to provide for a minimum under keel clearance of 0.50m below the deepest draught design vessel (4.0m) at Lowest Astronomical Tide (LAT). The dredge area is to be sufficient to allow for the safe approach, manoeuvring and berthing of vessels. Any required dredging must take account of the bulbous bow extending under the linkspan.

#### 2.8. Fenders – Gourock and Dunoon

Fenders are to be provided along the berthing faces. The fender design is required to take account of vessel size, shape (including belting) approach speeds and be suitable through

all states of the tide from LAT to HAT including allowances for vessel movement due to weather.

As a starting point for the design of the fenders and support structures BS6349: Part 4 Code of practice for design of fendering and mooring systems.

In all cases the supporting infrastructure must be designed to resist the forces from the fenders.

## 2.9. Mooring – Gourock and Dunoon

Suitably sized and spaced mooring bollards are to be provided along the berthing face in accordance with PIANC or BS codes to allow for both mooring during operations and for overnight stays on the berth.

For passenger only vessels, a design options for a system to be progressed to consider a bespoke system that provide full passenger accessibility.

## 2.10. Linkspan - Gourock

A new dual lane linkspan complying with all current relevant codes and standards is to be provided. The linkspan is to be designed for use by all vehicle carrying primary vessels to load and unload vehicles through all states of the tide from LAT to HAT. Vessels may dock either bow in or stern in and the linkspan must take account of this. Horizontal alignment of the linkspan is to allow all primary design vessels to fully utilise the ramp with no offset.

The safe working load (SWL) of the linkspan is to match the new linkspan at Brodick. Swept path analysis of all vehicles is to be carried out to ensure access is available from the marshalling lanes.

Space for a gangway and area for passenger access/egress to be provided adjacent to linkspan berth.

## 2.11. Marshalling capacity - Gourock

Marshalling capacity shall be to accommodate the carrying capacity of the new Arran Vessel.

## 2.12. Bunkering requirements - Gourock

The following provision for bunkering is required:-

- Fresh water supply in accordance with all current design standards and byelaws located in a convenient location for the vessel supply points is to be provided. Two supply points in total – one in forward half and one in aft half of the berth. Outlet type to be capable of connecting to the vessels standard fire hose connection (instantaneous 2.5” connection) as existing and either from a standpipe connected into an underground pit or a permanent standpipe in a protective raised box. While there is no specific flow rate this should generally be as high as is practical given the local water pressure available. The designers are to advise the available water pressure and flow rate for discussion.
- Location to be provided for MGO fuel tankers to supply the three primary design vessels. Clear vehicular access for fuel truck to be provided a maximum of 10m from the vessel line and fully factored in to quayside design (including passenger access system). Proposals to be reviewed during detailed design development.
- Ducting to be installed from main sub-station to underground draw pits for provision of cold ironing. Ducts to be 110mm diameter and draw pits to be determined based on final solution. Provision shall be made for upgrade of current sub-station, including the potential for charging an Electric vessel.
- There will be a requirement for waste reception facilities but the detail of this is to be discussed once the method of waste removal from the vessel is finalised.

### 2.13. Aids to Navigation – Gourock and Dunoon

A review of Aids to Navigation to be carried out in conjunction with Calmac, CMAL's Harbour Master and Argyll and Bute Council's Harbour Master on a risk assessment of the vessel approach. Aids to navigation are to be renewed or upgraded as required.

### 2.14. Multiple Contracts

As a way of ensuring Contracts relate to each other a duty is placed on the first Contract placed to Consult with the relevant department: CMAL Harbours /CMAL Vessels / A&BC Harbours and nominate an individual. Latter contracts shall require successful tenderers to liaise with relevant departments and in addition key Contacts within the Contracts that are already in place.

Suggest a Design sign-off sheet for Design and build at gateways:

Gateway Stage 1 design options / outline design

Gateway Stage 2 completion of detailed design

Gateway Stage 3 pre-tender documentation

Gateway Stage 4 post construction

## Network Strategy Group Meetings

**11 July 2019**

13.1 Gourock

It is proposed to bring the Gourock-Kilcreggan route into CHFS, September 2019 circa.

{Redacted} gave update as per pack.

{Redacted} agreed to share stats

**\*\*\*Action NS-316 \*\*\*** {Redacted}

It was suggested to have a representative of A&BC on Working Group, {Redacted} to take forward.

**\*\*\*Action NS-317 \*\*\*** {Redacted}

{Redacted} noted that CMAL have been asked re. using Gourock as an alternative mainland port for Ardrossan services.

*{Redacted}*

At the 30 May 2019 NS/PSG it was agreed that Gourock-Dunoon project would be taken forward. The inaugural meeting of the Steering Group was undertaken on 26 June 2019. It was agreed that this project would be led by CMAL on behalf of Transport Scotland, which will deliver two new vessels, and new port infrastructure at Gourock and Dunoon.

The group includes representatives from TS, CMAL, CalMac. A representative from Argyll & Bute Council will be invited to join the group to ensure an inclusive approach, as Statutory Harbour Authority of Dunoon.

The G-D Desk Exercise to conclude if a linkspan is required, is currently being progressed by Transport Scotland. A paper is expected to be produced in the coming months. The group are progressing with Terms of Reference and all project management documents to ensure that the project complies with all Governance aspects.

It is expected that the G-D Project will be presented to the TS IDM Board in December 2019. Date to follow. The strategic business case, IDM paper and associated papers are currently being progressed by the steering group members.

CMAL are still awaiting TS feedback on preferred option for development, including the need or otherwise for a linkspan at the port.

There are a number of issues to be noted:

- CMAL is holding a meeting in the coming weeks with our consultants and maintenance contractor to discuss the overall condition of Gourock linkspan, as the latest inspections have shown the condition of the structure and the hydraulic system to be deteriorating (although still currently considered safe to use).
- The regular surveys being undertaken on the Old Kilcreggan Steps continue to show movement. The latest survey report is awaited, however, should concern be raised about potential collapse of the structure, then this would mean CMAL would have to prevent access to the linkspan berth of large vessels (i.e. - all vessels used on the Bute and Arran services).



{Redacted}

It is also worth reminding you that CFL provided two papers on Gourock in August 2017 in response to the July 2017 CMAL paper, which addressed some of the issues raised in Appendix C.

## 22 August 2019

### 9.1.6 Gourock

Cylinders on linkspan will require replacement.

### 13.1 Gourock

{Redacted} gave an update.

Currently awaiting desk exercise, major question being regarding requirement for a linkspan. Working Group will also be looking at vessel requirement.

There is a TS meeting to discuss vessel requirements on 29 August 2019.

{Redacted} noted that CMAL looking at how to achieve life extension of linkspan, they are organising a structural inspection.

Actions still lie with TS to formally commence PSG and allow technical projects to progress. CMAL will lead the PSG on behalf of TS once the project starts in earnest. Recent Gourock linkspan issues have highlighted the urgent need for decisions to be made and for the masterplan project to commence. There continues to be a real risk that replacement/alternative berthing facilities will not be in place before existing linkspan becomes life expired and will need removed from operation.

## 3 October 2019

### 14. Gourock Harbour

{Redacted} gave an update.

Still at early stages of project

Desk Exercise now completed

Doodle Poll sent out for next meeting, hasn't been received by everyone, will arrange to re-send it

\*\*\* Action NS-321 \*\*\* {Redacted}

#### Linkspan

CMAL is organising a repair, however it was noted that if it breaks again then nothing further can be done

CMAL require to be informed if Project is to include a linkspan

\*\*\* Action NS-322 \*\*\* {Redacted}

### 16.2 Kilcreggan

{Redacted} asked regarding status of Kilcreggan

{Redacted} noted that in discussion with SPT to operate service to end of financial year.

Actions still lie with TS to formally commence PSG and allow technical projects to progress. CMAL will lead the PSG on behalf of TS once the project starts in earnest. Recent Gourock linkspan issues have highlighted the urgent need for decisions to be made about the need for a linkspan at Gourock and ultimately for the masterplan project to commence.

The Gourock linkspan is currently closed pending the replacement of one of the lifting cylinders. The programme for replacement is not yet confirmed, but it hoped to be within a few weeks. This cylinder replacement is not a long term solution and it is considered likely that further closures will be required to address related issues.

The Old Kilcreggan Berth (closed since 2015) has now started to move, which is possibly the start of a progressive collapse. This may affect the use of the linkspan berth. As the removal of this berth cannot be dealt with through the masterplan project (which is currently on hold), CMAL have had to instigate a separate project to review how to stabilise or demolish this berth.

### **New vessels / Infrastructure**

- Some local coverage and Qs re: Gourock linkspan and new vessels

#### **14 November 2019**

##### **14. Gourock Harbour**

{Redacted} gave an update as per pack. An engineer is to be allocated to this project. CMAL to report back before Christmas on whether the linkspan can be used for vehicles. The linkspan still had issues.

**\*\*\* Action NS-334 \*\*** {Redacted}

Master planning will report through the Gourock PSG.

Set up Reference Group meeting for January 2020.

**\*\*\* Action NS-335 \*\*** {Redacted}

The Gourock linkspan was re-opened to foot passengers only (including accessible access) on Friday 25<sup>th</sup> of October 2019 following the change of one of the lifting cylinders. CMAL have commissioned a full inspection and review into the feasibility of undertaking life extension works, including allowing the linkspan to return to accepting vehicle traffic. The feasibility report is due by the end of December 2019.

In late October 2019 TS confirmed that a linkspan is required at Gourock in the long term, so CMAL plan to re-commence the masterplanning project in November 2019. This project will report through the Gourock PSG.

Investigation works on the Old Kilcreggan Berth have been undertaken and a report on stabilisation/demolition options is awaited.

#### **13 February 2020**

##### **11. Gourock**

##### **11.1 Gourock Linkspan**

{Redacted} gave an update as per pack.  
Replace linkspan deck and some shore line work.

Replacement will result in possible couple of months outage of linkspan.  
This is expected to give a further 5 years.

Between now and commencement of work, require to consider usage of linkspan.  
Possibly allow vehicle use, but at only one vehicle on linkspan at a time. Danger that if further damage, linkspan will be permanently out of use.

{Redacted} agreed for CFL to consider and revert back to CMAL quickly.

\*\*\* **Action NS-345** \*\*\* {Redacted}

## 11.2 Gourock Project

{Redacted} gave an update as per pack

### **Existing Linkspan:**

The linkspan remains restricted to passenger only services. A report into options of life extension for 5 years has been received from our consultant. The report identifies that life extension and a return to support vehicle services is feasible and includes a number of options for achieving this. We have identified one further option and have asked the consultant to consider and report back to us by 31<sup>st</sup> January. The further option, if feasible, would be more expensive, but would potentially reduce the required 'outage' duration and reduce overall programme and outage risk. Following receipt of the revised report from the consultant, we expect to confirm the proposed solution during w/c 3<sup>rd</sup> February and thereafter progress with the design and implementation of the solution. The aim is to have works completed in the autumn of 2020 before the winter months.

The cost of the works will be confirmed when the preferred solution is confirmed, but could be up to £2m.

### **Gourock Redevelopment:**

The wider redevelopment works at Gourock are included in the Gourock-Dunoon project which also encompasses the new vessel delivery along with consideration of works at Dunoon.

A SBC paper is due to be submitted to IDM board in April 2020. CMAL is due to provide input to this paper to TS by XXXXXXXX

In preparation for moving the project forward following IDM, CMAL asked one of our framework consultants to review the Masterplan work done to date at Gourock and prepare a scope of work to take this forward. The Gourock Masterplan work was done quite some time ago and, in reviewing this work within the context of Government's Business Planning Model, the consultant has identified a number of areas where the work does not meet the requirements of the SBC Business Case. This is effectively because the STAG process has not been carried out. There are risks here that, in progressing to OBC without addressing the gaps identified, we may miss critical information and deliver something that does not take account of this critical information.

The first stage of OBC is effectively to review what was done previously at SBC. It may be prudent as the first stage 'post IDM' to revisit the previous work and address the gaps in this piece of work. This would add perhaps 6 months to this stage of the infrastructure project. However, it would significantly reduce project risk.

**21 May 2020**

## **5. Project updates - for discussion / decision**

## 5.1 - Gourock - Dunoon - Scope (Kilcreggan)

{Redacted} advised that there was a commitment to get the Gourock linkspan fixed.

In addition, there is a Ministerial commitment to consider and implement a strategy regarding Gourock – Dunoon which the Steering Group will look at.

Gourock – Kilcreggan will be part of the CHFS contract as from 1 June 2020 with the MV Chieftain (the main vessel on the service) and should we be considering expanding the horizon to include replacing the vessels and upgrading the infrastructure.

Should the vessels all be identical design and therefore interchangeable.

{Redacted} advised that Gourock – Kilcreggan and Gourock – Dunoon should be considered as one set of services when considering vessel deployment and vessel replacement options.

{Redacted} advised that it was easy at this stage to expand the scope of the Gourock – Dunoon project to include Gourock – Kilcreggan and the vessel replacement. {Redacted} agreed that this was a sensible thing to do.

It was agreed that Gourock – Kilcreggan and Gourock – Dunoon would be considered together from an operational and infrastructure point of view.

{Redacted} highlighted that the HQ facilities at Gourock are nearing life expiry and should be included in the scope of works being considered. {Redacted} advised that this should be discussed separately.

{Redacted} agreed to liaise with CalMac ({Redacted} team) on this matter. He stressed that he was aware of the sensitivities regarding the HQ facilities / warehouse at Gourock and this should be handled carefully

\*\*\* Action NS-353\*\*\* {Redacted}

### **Gourock**

Existing linkspan being replaced. Contractor update –works slipped to Nov/Dec 2020.

Gourock redevelopment out to tender due back in June 2020.

**23 July 2020**

## 6.5 - Gourock-Dunoon/Kilcreggan ({Redacted})

### **Gourock**

#### *Existing Linkspan:*

The linkspan design work is largely complete and the contractor has submitted a programme showing completion by the end of 2020. The linkspan will be out of use for 8 weeks from the end of October 2020.

#### *Gourock Redevelopment:*

Design Development/OBC was awarded at the beginning of July 2020. It is programmed to run through to end of April 2021. Liaison with steering group and vessels project are key.

### **Gourock Dunoon Kilcreggan**

This project has been extended from the Gourock Dunoon service to include the current Kilcreggan service. All steering group documents have been updated to reflect this change and in essence this will require a third sister ship to follow on from the two Gourock Dunoon Vessels. Infrastructure will be developed at Gourock with this in mind and the project will now consider the infrastructure requirements at Kilcreggan. The current infrastructure for the Gourock Kilcreggan service is steps at both locations. So a level of investment will be required to make this service accessible.

Work completed to date:

- Survey of current ferry users and services closed with 600 responses and results posted on the project website (Hosted by CMAL)
- Virtual initial workshop session held on vessel/infrastructure fit. Attendees: CMAL vessels, CMAL harbours, Argyll and Bute Council Infrastructure, CalMac Marine, CalMac infrastructure, Transport Scotland, Scottish Government accessibility lead.
- Contact continues with Cowal Area Committee including virtual attendance in September
- CalMac vessel statement received
- Various media releases have been issued with regards to Reference Group, Survey and Project website. Numerous MSP and Cllr project related letters have also been responded to.
- CalMac initial discussions with Peel ports on vessel speed
- SBC information from CMAL Infrastructure and Vessels departments has been submitted to Transport Scotland
- Project Reference Group meeting 1 held Feb 2020. Q&A formed from the session and has been published on the project website:  
<https://www.cmassets.co.uk/project/gourock/>
- Project Steering Group Terms of reference; Project Reference Group Terms of Reference and Sponsors Requirements Statement. Updated following May steering group meeting.
- Network Strategy Group guidance to include the Kilcreggan service in this project.
- Communication strategy has been updated to take account of new working: webinars and project boards hosted virtually
- Transport Scotland IDM submission package has been completed awaiting board date
- CMAL Infrastructure Consultant appointed for Gourock development outline design

#### **Future items**

- CalMac Infrastructure statement
- Transport Scotland IDM Strategic Business Case Board
- CMAL to submit GIA application in anticipation of IDM approval
- Second virtual workshop session on vessel/infrastructure fit. Week commencing 30 July
- Steering Group meeting number 6. Week commencing: 17 August

#### **17 September 2020**

#### **6.5 - Gourock-Dunoon/Kilcreggan**

- Written update was noted.
- {Redacted} – IDM Board – date awaited to seek approval for strategic business case.

- Draft grant letter ready to go for approval, updated to include Kilcreggan. Project governance and communications strategy have been updated, with webinars being considered. Vessel integration meeting scheduled for 27 July; consultant in place, naval architect by end of August; reference group meeting, end of September and regular press updates in Dunoon Observer and social media communications.
- {Redacted} asked whether these would be 3 identical sister ships. {Redacted} stated G-D would have 2 identical ships. Looking at Kilcreggan options, costings and interchangeability. Preference for the same vessel rather than a standalone vessel, but being assessed through the business case process.

## 6. Project updates - written updates to note

### 6.0 – Gourock Dunoon Kilcreggan; Vessels and Infrastructure Project ({Redacted})

#### Gourock / Dunoon / Kilcreggan Vessel Update

The Invitation to Tender for Design Consultancy period has now been completed with 17 tender returns received. The evaluation process is now being undertaken by CMAL, however due to the volume of ITT returns the evaluation process will require to be extended, with award of contract now targeted for mid-October.

Statement of requirements regarding the Ports & Harbours infrastructure for Gourock/Dunoon/Kilcreggan has now been issued by CFL with first virtual workshop meeting having taken place. Second workshop now scheduled for September.

Outline timeline for appointment of vessel design consultants is highlighted below:

Date	Milestone	Status
01 July 2020	Publish on Public Contracts Scotland Portal	Complete
28 Aug 2020	Deadline for Submissions of Completed ITT (12 noon)	Complete
31 Aug 2020	Start of Tender Evaluation Process	Underway
14 Sep 2020	Contract Award	Will require to move to the Mid-October due to volume of ITT returns.

Update as to the recent work undertaken as follows;

- A number of press releases and responses to enquires have been provided.
- Reference Group and Project – a short Q&A has been published on the project website which is reviewed regularly [www.cmassets.co.uk/project/gourock](http://www.cmassets.co.uk/project/gourock).
- Online passenger survey results have been published on the project website.
- Confirmation and clarification has been made on the four year project timescales.
- CalMac has delivered its vessel requirements and infrastructure requirements documents.
- Strategic Business Case has been developed. It will be presented to Transport Scotland's Investment Decision Making Board on 6 October.
- Argyll and Bute Council has reviewed its current plans for Dunoon and participated in the Vessel / Infrastructure Integration workshops.
- Vessel / Infrastructure Integration meetings held in April and August.
- Steering Group meetings held in March, May and August.

- Gourock Masterplan Consultant appointed in August.
- Tender is currently live for a Vessels Naval Architect, with target award in October.
- Project update provided at the Bute and Cowal Area Committee meeting on 1<sup>st</sup> September.
- Project update and discussion at Argyll and Bute Council's Harbour Board due on 10<sup>th</sup> September. The Board will consider the project and propose to add it to their asset and investment management plan.

## **6. Project updates**

**Written updates were provided and issued to the group.**

### **6.0 – Gourock Dunoon Kilcreggan; Vessels and Infrastructure Project ({Redacted})**

CMAL informed the group that the evaluation was underway of the ITT for vessel design and that the contract will be placed with consultants in November. The project will start in December and project plans will be updated with delivery dates, with the target of placing a contract in 2022, for delivery in 2024. It was also confirmed that the operator's Statement of Requirements was in place.

{Redacted} asked if we are committed to 3 vessels, or whether there is flexibility in the contract, for example, would it be possible to pause on the 3<sup>rd</sup> vessel or sell it on if in future, it wasn't required?

{Redacted} stated that analysis would be needed to understand if the service could operate with 2 vessels. There are also operational issues to consider, such as what happens when the vessel has to go to dry dock for maintenance. However, all contracts have flexibility built in to them so there is room to manoeuvre.

{Redacted} emphasised that this was not a change of policy, but wanted to ascertain that there is flexibility should circumstances change, and if the group was required to react, that it could.

{Redacted} stated that there is still a considerable amount of work to be done in terms of vessel procurement, but that this is 18 months down the line. Mott MacDonald have been appointed to look at the current infrastructure and it is expected they will share 3 or 4 options at an early stage, including whether there is any merit in having extra berths to support vessels berthing overnight?

### **Gourock**

The group were informed that fabrication of the new linkspan was now well advanced, with the contractor scheduled to begin on site at the beginning of October 2020. The linkspan will be out of use from 19<sup>th</sup> October to 18<sup>th</sup> December; linkspan return for use with vehicles is scheduled for 18 December 2020.

### **Gourock Redevelopment**

Design Development/OBC work ongoing. Still on programme to run through to the end of April 2021. Liaison with steering group and vessels project are key.

**19 November 2020**

## **4. Project updates: for discussion ({Redacted})**

#### 4.1 Gourock Dunoon Kilcreggan Vessels and Infrastructure Project

Update as to the recent work undertaken as follows;

- Strategic Business Case has been developed. It was presented to Transport Scotland's Investment Decision Making Board on 6 October. TS to provide further clarifications are due to be provided via email.
- Argyll and Bute Council has reviewed its current plans for Dunoon, allocated budget for this project and participated in the Vessel / Infrastructure Integration workshops.
- Vessel / integration meeting have been held in Sept and Oct.
- Steering Group meetings held in September, Oct and next planned for December. Outline options for Gourock will be presented.
- Tenders received and evaluated for a Vessel Naval Architect, with target award in early November.
- Quarterly project update will be provided by {Redacted} (A&BC) and {Redacted} CMAL at the Bute and Cowal Area Committee meeting in December.

{Redacted}

##### Gourock - Harbour Updates:

- Gourock Pier Redevelopment – Consulting engineers are progressing well with the OBC and are still on programme to complete by the end of April 2021. Transport Planning Objectives have been agreed with steering group. The previous port layout options have been reviewed and amended as necessary, with a view to presenting them for discussion/consultation before the end of 2020. Surveyors have been appointed for topographic, bathymetric and geophysical surveys, as well as wave/current monitoring (including Dunoon and Kilcreggan).
- Gourock Linkspan Life Extension – The existing linkspan was successfully removed during w/c 02 November. This was approximately 10 days later than planned due to technical issues and poor weather. The completion of the project and the return of the linkspan to full service is still on programme, however, there is now no float remaining in the programme. CMAL will continue to liaise with CFL and TS on the return to service date.



Date raised		Action description	Raised by	Owner / to Action	Workstream	Update	Status / Date due
11 July 19	NS-316	<b>Para 13.1 – Gourock</b> CFL to share stats on sailings etc. for the desk exercise.	{Redacted}	{Redacted}	Infrastructure & Vessel		
11 July 19	NS-317	<b>Para 13.1 – Gourock</b> There was a recommendation to have an A&BC representation on Gourock Working Group	{Redacted}	{Redacted}	Infrastructure & Vessel		
03 Oct 19	NS-321	<b>Para 14 – Gourock Harbour</b> Re-send Doodle Poll for availability of next Steering Group meeting	{Redacted}	{Redacted}	Infrastructure & Vessel		
03 Oct 19	NS-322	<b>Para 14 – Gourock Harbour</b> CMAL require to know if Linkspan to be included in any plans for Gourock	{Redacted}	{Redacted}	Infrastructure & Vessel	Duplicate of 299 Completed – 23 Oct 19	
14 Nov 19	NS-334	<b>Para 14 - Gourock Harbour</b> CMAL to report back before Xmas on whether the linkspan can be used for vehicles		{Redacted}	Infrastructure & Vessel		
14 Nov 19	NS-335	<b>Para 14 - Gourock Harbour</b> Set up Reference Group meeting for January 2020.		{Redacted}	Infrastructure & Vessel		
13 Feb 2020	NS-345	<b>Para 11.1 – Gourock Linkspan</b> CFL to consider vehicle movement and implications between now and replacement	{Redacted}	{Redacted}	Infrastructure	CFL responded to CMAL 17 Feb 2020	Closed 17 Feb 2020
21 May 2020	NS-353	<b>5.1 - Gourock - Dunoon - Scope (Kilcreggan)</b>  {Redacted} highlighted that the HQ facilities at Gourock are nearing life expiry and should be included in the scope of works being considered. {Redacted} advised that this should be discussed separately.  {Redacted} agreed to liaise with CalMac ({Redacted} team) on this matter	{Redacted}	{Redacted}	Infrastructure		

Minister for Energy, Connectivity and the Islands  
Paul Wheelhouse MSP



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March 2020

Dear Stuart,

### **Gourock Harbour Project**

I wanted to write to you with an update in relation to the Gourock Dunoon Vessels and Infrastructure Project, as I know you and your constituents are keen to learn more about how and when this project will be delivered.

The long-term vessel and infrastructure requirements of the Gourock to Dunoon ferry service are being considered as part of the project. This major investment includes a port masterplan to redevelop Gourock including a replacement linkspan, two new passenger only vessels and associated harbour infrastructure adjustments at Dunoon, as well as consideration of the introduction of an electric vehicle scheme, served by e-vehicles and e-bicycles.

In order to drive the project forward, Transport Scotland has set up a Steering Group which currently comprises of, as asset owners, Caledonian Maritime Assets Limited (CMAL), CalMac Ferries Ltd and Argyll and Bute Council. There is a separate Reference Group made up of key local stakeholders, as we recognise that it is essential that the local community has a voice and can contribute to the delivery of this project.

The plan is to deliver the new vessels sequentially, however the programme is very much dependent on the vessels design, including size and classification. To procure and build the size of vessel anticipated on the route would typically take up to an estimated 36 months once the initial design work has been completed.

This was discussed in detail during the Reference Group meeting held on 26 February. Councillors and local community representatives from both Inverclyde and Argyll and Bute were in attendance and contributed to the discussion about our long term plan of investment in the Gourock Harbour Project.

There are, of course, governance considerations to be addressed. Working together, the Steering Group will develop detailed business cases at key stages of the project for consideration by Transport Scotland. This will ensure that sound financial governance is applied to this significant investment.

Detail in relation to the outline programme will be available shortly. The project programme is subject to our governance processes, funding availability and statutory processes. Regular project updates will be provided at key stages along with public engagement events. In the meantime, we will continue to work with stakeholders and the community to progress this important project.

In parallel with that medium term project, you will be aware that CMAL recently committed to the upgrading of the linkspan at Gourock Ferry Terminal. The £2.5 million project will involve repairs to the linkspan support structures and replacement of the steel deck. Once complete, the linkspan will be able to carry vehicles. Plans to appoint an engineering firm to carry out the work are now underway by CMAL and it is hoped the work will be complete in late 2020.

I hope you have found this information to be useful.

**Paul Wheelhouse**

Minister for Energy, Connectivity and the Islands  
Paul Wheelhouse MSP



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Mr Michael Russell MSP  
The Scottish Parliament  
EDINBURGH  
EH99 1SP

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March 2020

Dear Mike,

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I hope you have found this information to be useful.

**Paul Wheelhouse**



## Gourock Dunoon Project - Update

### **Back ground**



Minister's announcement 12 Dec 2018:

- Dunoon - Gourock to become part of CHFS 21 Jan 2019
- Commitment to new passenger Vessels

CMAL's commitment to maintaining and upgrading facilities

- Gourock Masterplan project

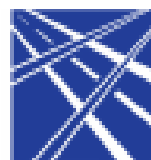
Argyll and Bute Council's commitment to maintaining and upgrading facilities

- Dunoon and Kilcreggan

## Project Parties



Dunoon Port Infrastructure  
Kilcreggan Port Infrastructure



TRANSPORT  
SCOTLAND  
CÒRRAIDHAIL ALBA  
Project Strategy  
Vessels Sponsor

Reference Group:-  
Elected members  
and Community  
Councils



Gourock Port Infrastructure  
New Vessels



Caledonian MacBrayne<sup>®</sup>  
Hebridean & Clyde Ferries  
Ferry and Port Operator

## Project Scope



### Gourock Port Masterplan

- Phased construction to keep current services operational
- Retain Alternative Mainland Port capability for vehicles
- Resilient passenger vessel infrastructure

### Dunoon and Kilcreggan Infrastructure for new vessels

- Resilient passenger vessel infrastructure

### New Passenger Vessels

- Resilient vessels designed specifically for these routes

## Project progress



### Steering Group

- Meetings held in June19, October19, December19, March20, May20 and August20

### Reference Group

- Initial meeting held February20 next due Autumn20
- Q&A from this meeting was published on project website March20

### Integration Workshops

- Meetings held in: April20 and August20

### User Survey

- Completed in March20 and results published April20 – 625 respondents

### Business Cases

- Strategic Business Case – submitted to Transport Scotland IDM Board June20

### Appointments

- Gourock Masterplan Consultant August 20
- Vessels Naval Architect target October 20

## Project Target Milestones (Subject to SG Funding and TS Approval)



- May 20 - Strategic Business Case
- Spring 21 – Outline Business Case (Vessels)
- Winter 21 – Outline Business Case (Infrastructure)
- Spring 22 – Tender (Vessels 1&2)
- Autumn 22 – Final Business Case (Vessel 1&2)
- Spring 24 – Vessel 1 Delivery
- Summer 24 – Vessel 2 Delivery
- Autumn 24 – Vessel 3 Delivery
- Winter 23 – Tender (Infrastructure)
- Spring 23 – Final Business case (Infrastructure)
- Spring 23 – Start Construction (Infrastructure)
- Autumn 25 – Complete Construction (Infrastructure)



• Questions?

