

Network Strategy Programme Steering Group

Network Strategy Programme Steering Group is coordinated and Chaired by Transport Scotland.

In October 2013 Transport Scotland sponsored a project to seek advice from the Tripartite group (Transport Scotland, Caledonian Maritime Assets Ltd and CalMac Ferries Ltd) of what a programme of vessel retentions, acquisitions and disposals may look like in order that the delivery of the Ferries Plan could be fulfilled. The key project deliverable is the Vessel Replacement and Deployment Plan.

The remit of the Group is to determine and develop clear roles and responsibilities for the operator (CFL) and the asset owner (CMAL) in the retention, acquisition and disposal strategy of the Clyde and Hebrides Ferry Service (CHFS) fleet. In addition, port infrastructure maintenance and improvement strategy plans within the CHFS network are also discussed and developed within the Group.

This strategic approach is intended to enable optimal delivery of the Ferries Plan and to ensure that the on-going delivery of lifeline ferry services on the CHFS network will continue to be fit for purpose and benefit from investment decisions which are transparent and well informed.

Network Strategy / Programme Steering Group membership

The membership of the Group will consist of representatives from:

- Transport Scotland (TS)
- Caledonian Maritime Assets (CMAL)
- CalMac Ferries Ltd (CFL)

The following is an update from CMAL of 21/6/18 to the PSG on Vessels 801 and 802:

Planning/Programme

- There has been no sub-contact labour resource at the Shipyard for the last 8 weeks. No more than 25 to 30 people working on 801.
- FMEL desperately lack resource in all areas; management/supervision, technical and production.
- There is no Marine/Mechanical Design Engineer employed in the shipyard.
- [Redacted]
- [Redacted]
- There needs to be major transformation in Design, Supervision, Planning and co-ordination.
- The state of the electrical sub contract is of major concern, it is over 32 months since the shipbuilding contract was signed, there are no electrical cables installed on 801 or 802 and many electrical drawings are still to be issued. FMEL advise that the start of cable installation on 801 is months away.
- "Equipment lock out milestone"; achieved 15th June 2018.

- The lack of labour resource and engineering resource is of huge concern. It is impossible to try and estimate how long it will take to deliver both vessels with the present very slow rate of progress and re-work, easily 2 years for 801. The shipyard has lost the momentum and progress improvements that they were achieving on 802.
- Status of the production drawings; according to FMEL; overall 67% complete. It is over 32 months since the shipbuilding contract was signed, and one third of drawings yet to be issued.
- Cardinal Date Programmes, despite requesting cardinal date programmes each month, we have never received a programme although FMEL have promised us repeatedly.
- Our general observation is that morale is low in the shipyard.
- On 05th March 2018, FMEL advised that they would like to claim Force Majeure days for the severe weather disruption at the end of February/beginning March 2018. Almost 4 months on from the notification, the claim is still awaited.
- Progress Hull 801: 7 months on from the launch, progress has been very slow on the vessel. 100% Fabrication milestone certificate signed 21st March 2018. Next milestone “Delivery”, originally scheduled for 25th May 2018.
- Delivery Hull 801: FMEL have verbally advised CMAL of a delivery period (no date) for 801: Winter 2018/2019, the winter timetable runs to end of March. CMAL’s opinion is that it is impossible to estimate the delivery date for 801, easily 2 years from now given the current uncertainties, under resourcing, processes and QM systems. A significant improvement is required in all aspects of the build, an increase in resources, issue of drawings, overtime working. The vessel is far away from the commissioning stage, where there is more of likelihood in typical shipbuilding projects that activities will not go smoothly. Following handover to CMAL, CFL require 8 weeks for LNG certification, another 2 months to add.
- Progress Hull 802: Next milestone 100% Fabrication. Original date for 100% Fabrication 16th January 2017, currently 17 months behind original schedule and approx. 30% behind in fabrication.
- Delivery - Hull 802: FMEL are to advise the new date for delivery. given current uncertainties. It is impossible to estimate the delivery date of 802.
- CMAL ask FMEL frequently for programmes for both vessels, FMEL are still not issuing any programmes or having discussion with CMAL on programmes. Still no delivery date for 802.

Passenger Carrying Capacity

To provide reasonable accessibility it is not possible to accommodate 1000 passengers, either 950 or 900 in order to accommodate improved access for mobility impaired customers and enhance overall space for all passengers.

CFL paper 11th April 2018 considers the proposal to reduce the passenger carrying capacity on the new vessels to either 950 or 900.

CMAL are working with FMEL looking at optimum arrangement.

Additional Gun Ports

Costs received from FMEL for additional gun ports,

Weight:

4800kg additional per vessel, loss of deadweight.

Cost:

801 = £263,558

802 = £216,628

Photographs

801 – Work started on Stern Ramp



801 – At Berth



802 – Units in Building Hall



802 - Units on Slip

