

Ardrossan Harbour Redevelopment – Information Update November 2020

The Ardrossan Harbour Task Force comprised of Transport Scotland, North Ayrshire Council, Calmac Ferries Limited, Caledonian Maritime Assets Limited, Peel Ports Group and Arran Ferry Committee, is working together to complete the comprehensive upgrade and redevelopment of Ardrossan Harbour. This aims to improve facilities, operations and the resilience of the Ardrossan to Brodick and Campbeltown ferry services.

We last consulted in October 2018 following the Ministerial confirmation of Ardrossan as the port for the ferry services. This information provides a progress update on a range of elements of the overall project from the relevant partners. A formal consultation process on the landside design of the terminal building will follow. Further information on this is provided in the Project Programme section.

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Introduction

The Ardrossan Harbour Task Force comprised of Transport Scotland, North Ayrshire Council, Calmac Ferries Limited, Caledonian Maritime Assets Limited. Peel Ports Group and Arran Ferry Committee is working together to complete the comprehensive upgrade and redevelopment of Ardrossan Harbour. This aims to improve facilities, operations and the resilience of the Ardrossan to Brodick and Campbeltown ferry services.

We last consulted in October 2018 following the Ministerial confirmation of Ardrossan as the home port for the ferry services. This information provides a progress update on a range of elements of the overall project from the relevant partners. A formal consultation process on the landside design will follow. Further information on this is provided in the Programme section.

Project Background

- Ardrossan Ministerial Task Force was set up to oversee the improvement of Ardrossan Harbour to support the delivery of a new vessel, due to come into service on the route to Arran in 2018.
- Transport Scotland was approached by Associated British Ports (ABP) with a proposal to consider Troon as an alternative to Ardrossan as the mainland port.
- Given the proposed scale of investment and the competitive situation, it was necessary to ensure that the selection of the future mainland port for Arran and Campbeltown was based on a robust review of the evidence and appraisal of options and meets the needs of ferry users.
- Peel Ports / North Ayrshire Council (Ardrossan) and Associated British Ports (Troon) both submitted formal technical and financial proposals to Transport Scotland in late 2016 / early 2017.
- An independent appraisal of the two options was undertaken by Peter Brett Associates in early 2017. This considered: ferry operations; reliability; onward connectivity; socio-economic impacts; and the cost to government.
- Scottish Ministers decision in April 2017 confirmed that Ardrossan would be the mainland port for the Brodick and Campbeltown services.
- Further information including the independent appraisal is available on the Transport Scotland website: <https://www.transport.gov.scot/transport-network/ports-and-harbours/ardrossan-harbour-task-force/>

Project Overview

The Harbour Redevelopment Project will upgrade and redevelop the Ferry Terminal and berthing arrangements to create a 21st Century multi-modal transport interchange. This will improve resilience and support the delivery of the MV Glen Sannox. It is comprised of three main packages of works:

- The Advance works to ensure that the ferry services can continue to operate during the main contract, including the provision of temporary terminal building facilities. This is being designed and delivered by Peel Ports Group.
- The Marine works including the realignment of the Arran berth and other harbour improvements. This is being designed and delivered by Peel Ports Group.

- The Landside works including the new terminal building, connections to the town and public transport networks and the upgrade of the marshalling and parking facilities. This is being designed and delivered by North Ayrshire Council.

Project Partners and Roles

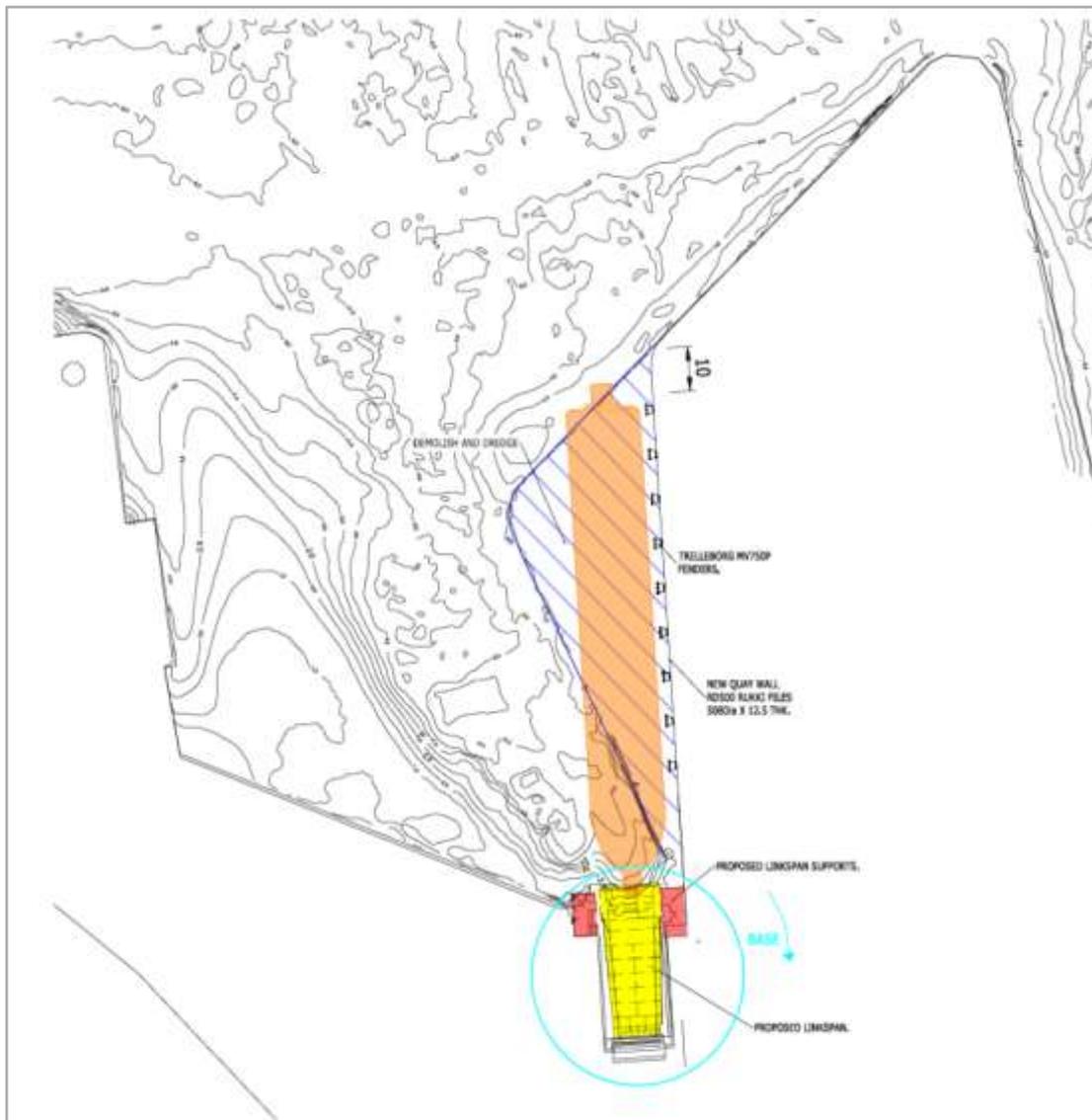
- Transport Scotland is the Project Sponsor.
- Peel Ports Group are leading on the design of the marine works and are responsible for the tender, procurement, contract award and the construction phase of the project.
- The Council is leading on the design of the landside infrastructure works, providing funding and securing external funding for delivery. This involves working with a wide range of partners illustrated.
- A Steering Group comprised of Task Force members is responsible for ensuring delivery of the project and informs the design process.
- Several partners are contributing funding towards the delivery of the project.
- Caledonian Maritime Assets Limited (CMAL) are responsible for the delivery of the Liquefied Natural Gas (LNG), Passenger Access System (PAS) facilities and temporary terminal building.

Early Options Assessment – Update by Transport Scotland

Background to options view

- At the June 2017 Ardrossan Task Force meeting CalMac highlighted challenges to service reliability with the current Ardrossan layout and the new vessel the MV Glen Sannox.
- Task Force remitted the matter to a Technical Group to address the issue as a matter of urgency.
- Technical Group included representatives of Transport Scotland, Peel Ports Group, North Ayrshire Council, Arran Ferry Committee, CalMac and CMAL.
- Technical Group provided interim report to Task Force October 2017.
- Technical group carried out further studies to refine options.
- Option 2 was selected as the preferred option.

Drawing of Option 2 – Preferred Option



Proof of Concept – Update by Transport Scotland

Option 2 – further development

- Following the selection of Option 2 as a concept, further work was carried out to look at buildability of the scheme, impact on ferry services during the works and impact on the landside elements of the overall masterplan. This was compared to the original base case and assessed for impact on programme, cost, risk and berth closure period.
- A number of variants of Option 2 with slightly different linkspan locations / orientations were considered and this resulted in a preferred Option 2 alignment being recommended by the project team to the Task Force.
- In 2018 CalMac developed and presented service continuity options that considered the impact on ferry operations when the Arran berth would be closed during construction works. Operations from the Ardrossan Irish Berth, Wemyss Bay, Troon, Campbeltown and Gourock, were all considered within this. Following presentation to the Task Force, the Steering Group were instructed by the Minister, to develop an option that allowed the service to continue to operate from Ardrossan utilising the Irish Berth.
- Following the Task Force in December 2020, there was agreement that this position should be reviewed. Please see the Advance Works section for further information on this.
- Confirmation of the scheme option and service continuity plans allowed the appointment of consultants to be progressed.

Proof of Concept stage

- Following a tender process undertaken by Peel Ports Group, Ramboll were appointed as marine design consultant in December 2018.
- At this stage the preferred layout was Option 2 carried forward from the earlier design work.
- Their initial element of work involved undertaking a Proof of Concept study to confirm if Option 2 was still the preferred berthing line arrangement or if there were other options worth reviewing.
- 15 options were identified for consideration by the Steering Group against agreed assessment criteria.
- 3 options were identified for more detailed study including Option 2.

Further Assessment Criteria

The three options were assessed in more detail including carrying out studies on:

- Ground conditions and construction methodology
- Vessel simulations
- Wave modelling
- Mooring analysis
- Consenting requirements – Environmental Impact Assessment, Harbour Revision Order and marine licencing

- Landside design interface
- Construction sequence, phasing, risk profile, methodology and impact on ferry service
- Estimated construction programme, cost and risks

Preferred Option

Following on from the studies Option 2 remained the preferred option and was approved by the Task Force on 23 April 2019.

This concept is being developed into an exemplar design along with the landside works for tender purposes.



Drawing of Option 2

Advance Works – Update by Transport Scotland

Advance works during construction

- The selected option 2 scheme will require the closure of the main Arran Berth for a period estimated at approximately 18 months within an overall construction programme of approximately 21 months. ⁽¹⁾
- Options for continued service would be to operate from an alternative port or utilise the Irish Berth during the works.
- The current Task Force decision is that the ferry service should remain at Ardrossan during the works where safe and practical to do so.
- Due to the main construction works temporary arrangements for parking, marshalling, terminal building and vessel access during the construction works will be required.
- Please refer to the CalMac update on service continuity for more information on the service during this period.

⁽¹⁾ Note the estimated programme does not take account of potentially increased construction timescales due to ongoing Covid-19 restrictions

Review of Service Continuity during the works

The Scottish Government remains committed to ensuring that ferry services continue to operate from Ardrossan in the long term, and proposals for a significant programme of capital investment in Ardrossan Harbour are being finalised. In developing these proposals, concerns have been expressed over how a suitable service will be provided during the construction period, with the Task Force conscious of the impact of weather related cancellations likely to be experienced operating from the Irish Berth, and that any disruption and lack of certainty of service would compound the impact that reduced capacity due to the Covid-19 pandemic has had on the Island this year.

It is therefore proposed that full consideration, underpinned by analysis, will be undertaken on whether Ardrossan will continue to operate during the period of construction works, or whether Troon is used as the mainland port for a temporary period. This analysis will consider issues such as service reliability given the potential for increased cancellations when vessels operate from the Irish Berth at Ardrossan, the passenger experience given variations in time and public transport connections, and cost. The final decision on this will be made by the Task Force at its next meeting in February with the views of the community a key element in this process.

If you have any questions or want more information or to provide feedback on any of the Transport Scotland updates, please contact us via: caroline.connelly@transport.gov.scot

Marine Works – Update by Peel Ports Group

The Marine Works involve realigning the Arran Berth to allow safe berthing in a wider range of weather conditions that will create additional service resilience. Climate change with extreme weather events impacts on ferry services have been considered in the option analysis. Scottish Ministers are making a long-term investment in Ardrossan with the new berth and new Linkspan (ferry-shore vehicle connection). The works include:

- Re-aligned Arran berth complete with new fendering and mooring points;
- New double width Linkspan providing the vehicular access to planned in-service vessels; and
- New navigation aids within the Harbour including the provision of a new high voltage and low voltage electrical network throughout the site.

The Marine Works are being undertaken under licence to Marine Scotland and include realignment of the existing Arran harbour berth and linkspan structure, dredging of the berth pocket and creating a new piled berth. The revised berth provides additional manoeuvrability for planned in-service vessels including the MV Glen Sannox:

- The Arran berth is realigned by 15 degrees with below ground structures and material removed from the site;
- A new dredge pocket is created alongside the berth; and
- Other marine works.

Scope of the Works

This details the marine works are shown on the scope of works plan overleaf. These include the:

- Demolition and removal of circa 2000m² of harbour infrastructure.
- Construction of a new quay wall.
- Provision of new quay side furniture, bollards and fenders
- Installation of a new linkspan
- Dredging the harbour to achieve the required depths

Sequence of Works

The sequence of works plan overleaf details how the works may be carried out. This is summarised as follows:

Stage 1 – Removal of existing linkspan and associated bankseat

Stage 2 – Identification and clearance of existing buried structures

Stage 3 – Construction of quay wall to new geometry

Stage 4 – Installation of rock anchors and capping beam

Stage 5 – Demolition and removal of harbour infrastructure and commit to dredging

Stage 6 – Installation of linkspan and quayside furniture and surfacing



Drawing of Scope of Works

Drawing of Sequence of Works



Licences and Permissions

A range of licences and permissions are required to enable the marine works including:

- Harbours Act 1964 (As Amended):
A Harbour Revision Order (HRO) is required to repeal, supersede, obsolete or otherwise unnecessary statutory provisions of local application affecting the harbour. Work to date has established that an HRO is not required for the construction and dredging works. An HRO is however required to allow leases relating to the harbour for more than 7 years. This has now been granted by Scottish Ministers.
- The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017:
A screening assessment under the Marine regulations established that an EIA is not required for the Marine Works. A further screening assessment established that an EIA is not required for the Liquefied Natural Gas (LNG) refuelling facility.
- Marine (Scotland) Act 2010:
A Licence for the Act of Capital Dredging has been applied for and granted by Marine Scotland. A Licence for the Act of Construction (Harbour modifications) has been applied for and granted by Marine Scotland.
- Town & Country Planning (Scotland) Act 1997:
A Certificate of Lawful Use of Development to confirm the Permitted Development Rights (PDR) has been applied for and granted by North Ayrshire Council for the Marine Works.

If you have any questions or want more information or to provide feedback on any of the Peel Ports Group updates, please contact us via: doug.coleman@peelports.com

Landside Works – Update by North Ayrshire Council

The Landside works are being designed and developed by the Council and include the:

- New Terminal Building and associated facilities;
- Marshalling facilities;
- Parking facilities including pick up and drop off facilities; and
- Connections to the railway station and town centre.

A separate update is provided on the landside elements which Caledonian Maritime Assets Limited (CMAL) are designing and developing, namely the:

- Liquefied Natural Gas (LNG) facilities to provide fuelling arrangements for the MV Glen Sannox; and
- The Passenger Access System (PAS) which will provide access between the Terminal Building and the ferries.

Funding Package

The funding package for the Landside works is comprised of contributions from:

- North Ayrshire Council;
- Peel Ports Group;
- Transport Scotland;
- North Ayrshire Ventures Trust; and
- External Funding Partners including Strathclyde Partnership for Transport and ERDF Low Carbon Travel and Transport

Funding applications and negotiations are on-going with partners to confirm the final funding package for the works and the terms and conditions of grant offers.

Project Procurement

A Joint Procurement Strategy has been developed with Peel Ports Group (PPG), informed by independent legal advice. The Strategy proposes a joint procurement exercise between PPG and the Council through a Design and Build Contract. This offers the most effective process in terms of management of risk and will:

- Procure a single contractor who will deliver the three work packages of the: Advance works; Marine works; and Landside works;
- Take around seven months to complete the procurement process;
- Use a New Engineering Contract (NEC) 3 Engineering and Construction Option A Design and Build Contract under the Utilities Contract (Scotland) Regulations 2016.
- Appoint a contractor to prepare the detailed design and construct the works;
- Be advertised through the Official Journal of the European Union (OJEU);
- Be advertised and appointed through Public Contracts Scotland; and

- Be managed through a Procurement Agreement between PPG and the Council.

Landside Design Development

A Lead Consultant, Ironside Farrar, was appointed in November 2019 to develop an exemplar design for the landside works. Since then, they have worked with the Task Force and Steering Group to advance the draft design for the project. This work is well progressed and has been informed by:

- The site Masterplan which reviewed the location of the landside facilities including the terminal building, parking and marshalling;
- The Sponsor's Requirement Statement produced by Transport Scotland to define requirements for the works as the Project Sponsor;
- The feedback from the initial engagement and communities update in October 2018;
- A series of lessons learned sessions in relation to the redevelopment of Brodick Harbour which inform the design considerations;
- National best practice and guidance including site visits to existing Harbour facilities;
- User group feedback and guidance from the ferry operator and Transport Scotland.

Consultation

We are keen to hear everyone's views to help inform the development of the design for the landside works. We are developing an accessible and inclusive consultation process to support this. This will provide a range of ways to access the consultation information, take part in the process and provide feedback. The methods used for this will be informed by the guidance on Covid-19 restrictions at the time. The consultation will:

- Enable interested parties to contribute to the development of the landside works designs; and
- Ensure that the facilities are fit for purpose.
- The timescales for consultation will be confirmed when the on-going negotiations in relation to funding for the project are complete. If you wish to register your interest in the consultation process at this stage please e-mail your preferred method of contact and contact details to: ArdrossanHarbourProject@north-ayrshire.gov.uk

Exemplar Design Development

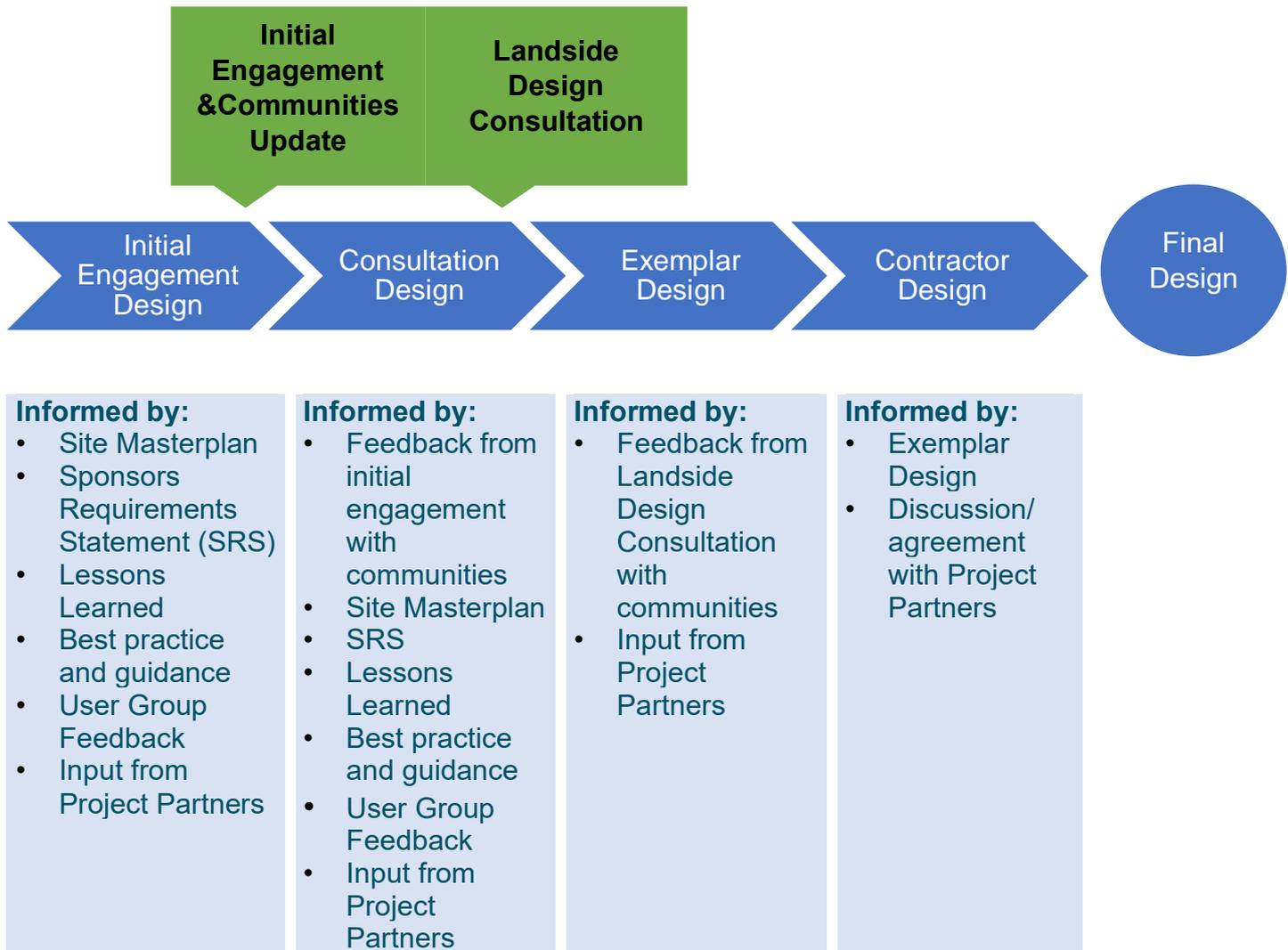
The consultation designs will be informed by the feedback obtained through the formal consultation. This will produce an Exemplar Design which will form part of the tender documentation. The tender process will appoint a contractor to prepare the detailed design and construct the works. The Exemplar Design will inform the contractor's tender submission and the development of their detailed design.

As the contractor will prepare a detailed final design, elements of the design may change from the Exemplar Design. It will still however need to comply with the project's requirements and be approved. These will be set out in the Employer's Requirement as part of the tender.

Consultation and Engagement with local and wider stakeholders will be maintained by the Partners and the Design and Build Contractor through the duration of the contract.

Design Process

The diagram below illustrates the stages of the design process.



Post Consultation

The information obtained through the consultation will be analysed in relation to the issues raised and the consultation process. A final report will be prepared which will:

- Identify where changes have and have not been made as a result of the feedback;
- Provide explanations and a justification for why this is the case; and
- Inform the final Exemplar Design for the landside works as part of the tender process.

An evaluation of the consultation will also be undertaken. This will assess the quality of the process and include a lessons learned exercise on the consultation.

The final consultation report will be published on-line on our website and feedback provided to stakeholders through the report.

Post Consultation Stages

When the consultation process is complete:

- The Exemplar Design will be produced informed by the consultation.
- A Certificate of Lawful Use of Development application will be submitted for the works.
- Governance Arrangements for the project management of the delivery process within a formal governance structure currently being agreed between the Partners will be finalised.
- Procurement will be undertaken in line with the Procurement Strategy and appoint a single Design and Build contractor to deliver the works.
- Detailed Design will be advanced by the Design and Build contractor in accordance with the Employers' Requirements detailed in the procurement.
- Consultation and Engagement with local and wider stakeholders will be maintained by the Project Partners and the Design and Build Contractor through the duration of the contract.

Next Steps

We will:

- Continue to work with partners to finalise the funding package.
- Continue to work with the Task Force and Steering Group to prepare the consultation information and methodology informed by Covid-19 restrictions.
- Agree the consultation information and methodology with a Stakeholder Reference Group comprised of key stakeholders in line with good practice.
- Provide a further update on the timing and methodology for the consultation thereafter.

If you have any questions or want more information or to provide feedback, please contact us on: ArdrossanHarbourProject@north-ayrshire.gov.uk

Passenger Access System (PAS) – Update by Caledonian Maritime Assets Limited

Principals of a Passenger Access System

- The new Ardrossan ferry terminal will benefit from the provision of a purpose-built Passenger Access System (PAS).
- The ferry end of PAS is adjusted each sailing to take account of the current vessels and new larger vessel at every state of tide. The PAS will accommodate vessel passenger doors which move vertically over a 7.0m range which is significantly further than the current gangway.
- The length of the PAS will be determined by the vertical range it operates over and accessibility legislation which defines a maximum allowable slope.
- Development of the PAS design is on-going and further updates will be provided.

Benefits:

- The PAS will allow foot passengers to walk from the new terminal building to the vessel, while being sheltered from the weather.
- Improved accessibility for all foot passengers, wheelchairs and prams.

Geometry of Ardrossan PAS

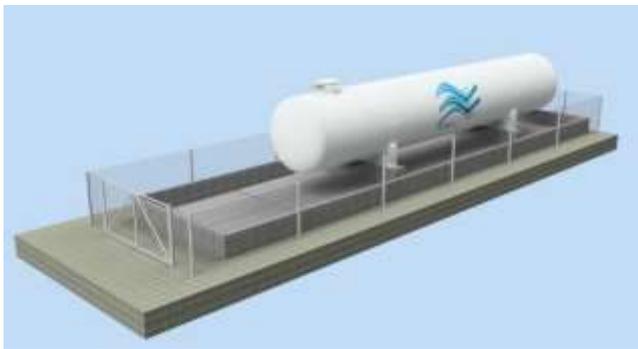
- The design team are looking to minimise the PAS length within the constraints of the site geometry and accessibility legislation.
- The shore end of the PAS will be fixed to the new terminal building.
- The seaward end of the PAS is moveable both horizontally and vertically to accommodate access to the doors of the different vessels at all states of tide.
- The slope of the PAS will alter for each ferry to align with the door position of the vessel at the tide height.
- There is a limit on the maximum allowable slope of the PAS to ensure accessibility for all passengers. The vertical movement and maximum slope will define the minimum length of the PAS.

If you have any questions or want more information or to provide feedback, please contact us on: projectenquiries@cmassets.co.uk

Liquified Natural Gas (LNG) Works – Update by Caledonian Maritime Assets Limited

LNG Bunkering

- LNG will be stored in a 150m³ Horizontal LNG Storage Tank.
- The tank is a vacuum insulated tank able to keep the LNG cold down to -160 Degrees Celsius.
- To maximize safety the LNG transfer pump is located inside the LNG tank.
- The tank is placed within a bund able to contain 110% of the full volume of the tank in the unlikely circumstances of leakage.
- The tank compound is deemed as a controlled area and contained by a perimeter fence and CCTV system.



LNG storage tank and compound



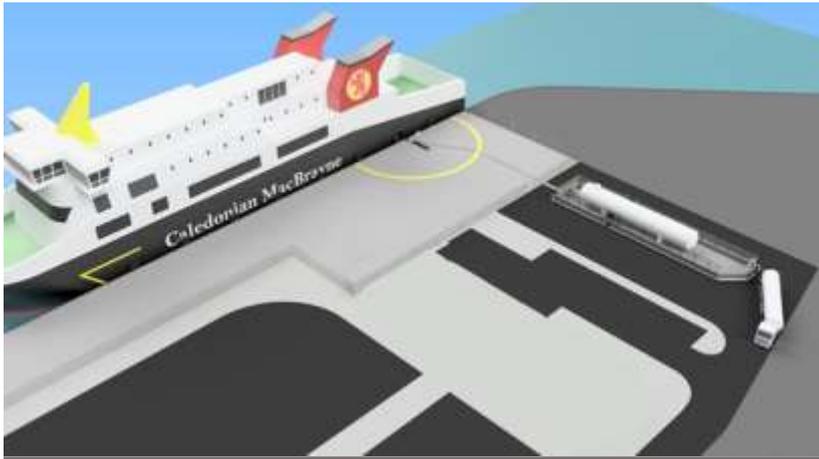
The LNG bunkering arm manages the transfer of fuel from shore to ship.



The LNG refilling of the shore based LNG tank will be managed by means of a transfer of fuel from road trailer to the static holding tank.

Safety is the highest priority

- The facility is equipped with fire, gas and temperature detectors.
- There will be no methane slip due to the Zero Emission principle of the LNG tank design, with automatic control of pressure build up.
- A remote monitoring system will ensure that the facility will be under constant supervision 24/7 ensure security of operation.
- The facility will be subject to Control of Major Accident Hazard Part II Regulations (COMAH II) and Health and Safety Executive (HSE) planning and operational regulations this always ensures safety of personnel & operations during bunkering and storage activities.



LNG compound houses the LNG storage tank and associated control equipment

If you have any questions or want more information or to provide feedback, please contact us on: projectenquiries@cmassets.co.uk

Project Programme – Update from Peel Ports Group

The outline programme for the Harbour project is as follows post agreement of funding package:

Activity	Duration
Public Consultation Process	3 months
Certificate of Lawful Use of Development (CLUD) application	2 months
Tender Process	7 months
Ministerial approval of Final Business Case	2 months
Contract Award	1 month
Contractor Lead In and Mobilisation	2 weeks
Construction	21 months

If you have any questions or want more information or to provide feedback on any of the Peel Ports Group updates, please contact us via: doug.coleman@peelports.com.

Ferry Timetabling and Service Continuity – Update by CalMac Ferries Limited

The purpose of this update is to:

- Provide an overview of the intended approach to maintain services during the redevelopment of the main 'Arran' berth and construction of the new terminal building at Ardrossan
- Summarise the key activities taking place to prepare for the closure of the berth
- Outline the measures that will be put in place to ensure service is maintained
- Highlight areas where CalMac are seeking to engage with community

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Service Overview

- Ardrossan main berth, the Arran Berth, will be unavailable for service throughout majority of construction period
- A range of service continuity options are being reviewed. The current commitment is that the Arran and Campbeltown services will continue to operate from Ardrossan
- Ardrossan Irish Berth would become the primary berth for the services on this basis.
- The operation of services will form part of the forthcoming consultation with communities and stakeholders on service continuity
- Troon will likely be used as the alternative mainland berth in periods Irish Berth is not available
- Throughout the construction works, if Ardrossan and Troon berths are both unavailable, Gourock may be considered as an alternative mainland berth

Vessels

The vessels that will be deployed during the Ardrossan Upgrades:

- MV Caledonian Isles (main service vessel operating in summer and winter) *
- MV Isle of Arran (second vessel in peak summer and providing overhaul relief)
- MV Hebridean Isles (providing overhaul relief)

*MV Glen Sannox may enter service before the upgrades are complete

The vessels intended to operate to post completion of the Ardrossan Upgrades:

- MV Glen Sannox (main service vessel operating in summer and winter)
- MV Caledonian Isles (second vessel in peak summer and providing overhaul relief)
- MV Hebrides (providing overhaul relief)



Irish Berth as a Temporary Berth

- Irish Berth will be maintained as the main berth throughout construction
- Clear segregation of activities to ensure safe access for traffic, customers and staff
- An Equality Act compliant temporary terminal building will be provided including coffee cabin
- Other temporary facilities will include: drop-off/pick-up areas, marshalling and parking including accessible parking
- An accessible gangway is being sourced for all vessels for passenger access
- Amended timetables required due to minor increase in passage and turnaround times
- Irish Berth likely to be subject to disruption due to the prevailing westerly winds

Contingency Plans

- Should the Irish Berth become unavailable, particularly given the possibility of weather disruption, the following contingency plans will be enacted:
 - Troon will likely be used as the alternative mainland berth for the service - diversions will be initiated on a planned basis for the full day with at least 12-hours' notice provided wherever possible
 - Equality Act compliant temporary terminal building will be provided although no coffee cabin will be available
 - Passengers will access the vessel via the linkspan and vehicle deck
 - Shuttle buses will be provided from Troon Ardrossan Harbour and Troon Railway Station (and return) and also between Ardrossan Port and Troon
 - Amended timetables will be required when operating from Troon due to the increased passage and turnaround times.
 - If Ardrossan and Troon are both unavailable, consideration will be given to diverting the services to Gourock

Next Steps

Further engagement from CalMac is to take place and will consult with the public focusing on:

- Gathering feedback from the public regarding the proposed service continuity measures
- Further engagement with the communities on indicative timetables to refine the timetables
- CalMac to collect views regarding “must have” sailing times, and reasons for travel at that time e.g. work, school, university
- Obtain feedback from passengers regarding preferred methods of communication and a preferred timescale for communicating service changes

If you have any questions or want more information or to provide feedback, please contact us on: Ardrossan.upgrades@calmac.co.uk

MV Glen Sannox – Update by Transport Scotland

Main Particulars of the vessel:

- Length Overall: 102.4m
- Breadth: 17m
- Draft: 3.7m
- Speed: 14.5 /16.5 knots
- 960 Passengers
- 16 HGVs / 127 to 132 Cars



Ferguson Marine Port Glasgow

- Ferguson Marine is now in public ownership.
- There is Scottish Government and Ministerial commitment to complete both vessels.
- On 25 August 2020 the Scottish Parliament was advised of the revised delivery schedule for the MV Glen Sannox which confirmed delivery is expected between April 2022 to June 2022.
- The vessel is dual fuel and will be powered by Liquefied natural gas (LNG) and Marine Gas Oil (MGO). LNG requires shore-based infrastructure such as a tank for bunkering.
- As part of the service contingency planning; the Ardrossan Steering Group and CalMac will consider the deployment of the new vessel.



If you have any questions or want more information or to provide feedback, please contact us on: projectenquiries@cmassets.co.uk