



# The Scottish Government

## The Scottish Ferries Review Consultation Document 2010

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# The Scottish Government

## Introduction

- Consultation Document, not a Plan
- Runs to 30 September 2010
- Questionnaires to complete and return
- 33 key questions
- [scottishferriesreview@scotland.gsi.gov.uk](mailto:scottishferriesreview@scotland.gsi.gov.uk)
- 0131 244 1539
- Documents available on our website

# The Scottish Government

## Commitment to Ferries

- Essential part of our transport network
- Essential for access to vital services
- Enable movement of freight
- Encourage sustainable and growing communities
- Must provide a safe, sustainable system
- Quality employment

# The Scottish Government Summary of the Review:

- Inform a long term Ferries Strategy – to 2022
- Influence next round of tendering for services
- Investment programme for vessels and ports and harbours
- All publicly funded ferries included – Scottish Government and local authority funded
- No potential routes excluded
- Needs of passengers, cars, commercial vehicles and freight all to be considered

# The Scottish Government

## Lack of consistency

- Funding services
- Funding vessels
- Funding harbour infrastructure
- Responsibility for delivery
- What routes and what level of service
- Tendered services
- Provision of vessels

# The Scottish Government

## What's the way forward?

- Majority of services will continue to receive public funding
- Responsibility for delivery will continue to be split between SG and LAs
- Must explore ways of bringing additional money into the system for delivery of ferry services
- Tendering is a requirement
- Need an open and transparent way to determine what routes and services and level of service should be funded

# The Scottish Government

## What we've done so far

- Been helped in forming opinions by project groups
- Consultants and CMAL carried out specific pieces of work to inform us
- Public consultation events last year
- Extensive data collection



# The Scottish Government

## National Objectives

All options and proposals must contribute to our purpose:

*“To focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.”*

- The cohesion target is part of the economic purpose and that means we recognise the key role that ferries can play in providing opportunities for our island and peninsular communities to participate in our economic growth.

# The Scottish Government

## National Objectives

National Transport Strategy – 3 key strategic outcomes

- Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport (includes reliability)
- Reduce emissions, to tackle the issues of climate change, air quality and health improvement; and
- Improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car

# The Scottish Government

## National Objectives

There are also issues unique to ferries so have added that ferries should :

- be safe, sustainable, efficient, responsive to local needs and appropriate to the requirements of those using them
- contribute to sustainable population growth on our island and in our remote rural communities; and
- be affordable and offer best value for public investment

# The Scottish Government

## Challenges

- Less money available to invest in and support ferries
- Ageing fleet and need for investment
- Ageing harbour infrastructure and need for investment
- Escalating fuel and crew costs
- Subsidy levels increasing

# The Scottish Government

## Funding and Procurement

- To 2022 need £604m for vessels
- To 2022 need £180m for ports and harbours replacement
- To 2022 need £7.5m annually for ports and harbours maintenance
- The services also need to be funded - 2007/8 cost for all c. £103m, 2008/9 for DML c.£90m
- We are asking you to consider options

# The Scottish Government Funding Options

- The status quo
- CMAL to access funds through alternative structural or financing routes
- Ports and harbours could be self-funding
- Users of the service to pay more
- Open the market up to greater competition



# The Scottish Government

## Procurement Options for services

- Tender some routes singly with the option for operators to bring their own vessel(s) to the tendered routes?
- Specific routes are suggested
- Allow single routes to be “bundled” or stagger the tenders?
- Leave remaining routes within the 2 large bundles?
- Loosen the tender requirements, specifying only the minimum level service to allow operators the flexibility to innovate?
- What should be specified?

# The Scottish Government

## Fares Options

- Increase all fares
- Increase visitor fares
- Reduce fares for island/peninsula residents
- Reduce fares for commercial vehicles
- RET or other distance based
- To manage demand
- Mixed approach

# The Scottish Government

## Fares Questions

- Asking you to consider what the rationale for/purpose of the fares policy should be.
- Should fares differentiate between islanders/residents of peninsular communities and other ferry users?
- One fares policy across Scotland or different policies dependant on needs of communities?

# The Scottish Government

## What services should be funded?

- Should there be a fair and consistent way of determining what should be funded?
- An entry and exit policy.
- Should ferry services be designed first to meet the most important needs of the community?
- A methodology for determining what routes and services are needed.

# The Scottish Government

## Routes and Services Methodology

1. Define current and future needs relevant to other communities
2. Define the ferry service required to meet those needs
3. Define current service and current issues
4. Define gaps between steps 2 and 3
5. Consider options to address gaps
6. Prioritise future spending

# The Scottish Government

## What does this mean for you?

- We are currently carrying out steps 1 to 4 for all communities
- Results will be published soon
- Will be discussed at community events
- Tell us if we've got it right for your community
- We'll make any necessary changes based on your comments
- We will apply stages 5 and 6 to those communities with gaps in provision

# The Scottish Government

## How do we prioritise spending?

- Tackle any over-provision that is identified
- May free up resources to tackle under provision elsewhere
- Prioritise communities that are under-provided and have the most potential to contribute to Scotland's economic growth

# The Scottish Government

## How should services be provided?

- Who should be responsible for providing ferry services that need public subsidy?
- Should there be central procurement expertise regardless of who is responsible for the provision of the service?

# The Scottish Government

## Options:

- Status quo – inconsistent approach
- Scottish Government becomes responsible for all
- Local Authorities/RTPs become responsible for all
- A more consistent split of responsibility for example.....

# The Scottish Government

How responsibility could be split:

- SG responsible for services between mainland and islands, LAs or RTPs responsible for all others
- Dependant on administration at either end of the route
- Dependant on whether the route is classed as a “sea” route or one with less onerous conditions

# The Scottish Government

## Accessibility

- Disabled people, those travelling with children or luggage, PRMs
- Equalities Impact Assessment at Draft Plan stage
- Accessibility Assessments carried out
- Recommendations from this work in the consultation document and you are asked for your views

# The Scottish Government

## Accessibility

- Should they be implemented now?
- Included in future tender requirements?
- Accessibility improvement fund?
- Information system indicating the degree of accessibility?

# The Scottish Government

## Environmental Issues

- Some questions regarding reducing emissions aimed at operators
- Question 33, would you support longer journey times as part of a CO<sub>2</sub> emissions reduction programme?
- Do you have any other suggestions to reduce emissions?

# The Scottish Government

## What happens next?

- Working on the community information.
- Further analysis on the routes that might be considered as single tenders.
- Further information about the areas we don't have enough information on.
- 43 events over the consultation period
- Public consultation period ends 30 September

# The Scottish Government

## What happens next?

- Jura and Islay 19 July
- Rothesay 22 July
- Colonsay 26 July
- Oban 27 July
- Craignure 28 July
- Coll 10 August – To Be Confirmed
- Tiree 11 August – To Be Confirmed
- Dunoon 23 August – To be Confirmed
- Public consultation period ends 30 September

# The Scottish Government

## What happens next?

- Analysis of results – Draft Ferries Plan
- Strategic Environmental Assessment
- Equalities Impact Assessment
- Further 6 week public consultation period
- Analysis – Final Ferries Plan

# The Scottish Government

Any Questions?