



## Agenda Item 11.1 – Project Updates

### Duel Fuel Vessels 1 and 2 – Progress Update



#### 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 23/8/18 to the PSG on Vessels 801 and 802:

#### Planning/Programme

FMEL have advised the following Key Dates:

Glen Sannox Delivery	21 <sup>st</sup> June 2019 (New planned date: 13 months later than the original planned date, 44 months from contract signing).
	24 to 27 months is a typical period in the shipbuilding industry, from contract signing to delivery for this size and type of vessel.
Hull 802 Launch	05 <sup>th</sup> July 2019 (2 weeks after Glen Sannox delivery).
Hull 802 Delivery	10 <sup>th</sup> March 2020 (New planned date: 20 months later than the original planned date, 53 months from contract signing).

Progress on 801 and 802 is not moving forward at a normal rate for new build projects. FMEL have recently employed additional production and design/drawing office staff. Around 50 to 60 people are working on-board 801, with around 12 working nightshift and others working in the pipe manufacturing shop etc. Around 20 people working on 802. We understand FMEL are continuing to recruit.



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The state of the electrical sub contract is of major concern, it is over 34 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. Unexpectedly to CMAL, the on-site electrical sub-contractor left the shipyard early July 2018. We raised our concerns with FMEL regarding the lack of electrical activities, FMEL have advised that the electrical sub-contractor leaving the shipyard is a planned activity and does not impact the programme and they will return to the shipyard mid-August 2018.

The dates advised by FMEL could be achieved by a well-resourced, experienced and skilled shipyard, assuming no setbacks during commissioning activities. Given current progress on 801 and progress since the vessel launch in November 2017; if the rate of progress continues as is currently observed, it is highly unlikely that the new delivery date for 801 can be achieved. For 802, with current progress and resource, it is not possible to provide comment on the new planned dates at this stage.

If 801 is not delivered on the new planned date, this will present challenges for FMEL, as there is currently no space available at the FMEL quay for the 2 vessels. We asked FMEL about this and they have advised that the launch date for 802 (2 weeks after delivery of 801) is not dependant on the delivery date for 801.

### 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 advise that the passenger carrying capacity will be 948 passengers, 597 internal seats, 351 external seats.

### 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

CFL have advised that following a review of the potential benefits that the additional gun port would offer and the subsequent cost, CFL feel that the benefits do not justify the investment and as such do not see this as an essential requirement.

### Photographs

801 – Main Engine Room	801 – At Berth
	

Protective wooden covers recently removed

802 – Units next to slip



802 - Units on Slip



801 Mezz Decks



802 - Units on Slip



Shipped, not installed

801 Milestones	Original Scheduled Date See Note 1	Revised Scheduled Date See Note 2	Revised Scheduled Date See Note 3	Revised Scheduled Date See Note 4	Revised Scheduled Date See Note 5	Revised Scheduled Date See Note 6	Revised Scheduled Date See Note 7	Revised Scheduled Date See Note 8	Actual Date
Cutting of Steel	15 Dec 2015	15 Dec 2015	-						15 Dec 2015
10% Fabrication	18 Apr 2016	13 Jun 2016	-						10 Jun 2016
25% Fabrication	14 Jun 2016	26 Jul 2016	-						04 Aug 2016
35% Fabrication	15 Aug 2016	12 Sep 2016	-						06 Oct 2016
50% Fabrication	14 Oct 2016	14 Oct 2016							09 Dec 2016
Major Equipment and Lock Out Items Installations	14 Nov 2016	13 Mar 2017 to 18 Jan 2018	-	14 <sup>th</sup> June 2017	16 <sup>th</sup> July 2017				16 <sup>th</sup> July 2017
75% Fabrication	15 Dec 2016	15 Dec 2016	10 Feb 2017						31 <sup>st</sup> March 2017
100% Fabrication	16 Jan 2017	16 Jan 2017	16 June 2017	10 <sup>th</sup> July 2017	15 <sup>th</sup> Sep 2017				21 <sup>st</sup> March 2018
Berth Join Up	14 Mar 2017	28 Apr 2017	14 Jul 2017	15 <sup>th</sup> Aug 2017	06 <sup>th</sup> Oct 2017				17 <sup>th</sup> Nov 2017
Hull Inspection Prior to Paint	17 Apr 2017	26 May 2017	21 Apr 2017	24 <sup>th</sup> July 2017	tba				18 <sup>th</sup> Aug 2017
Launch	14 Aug 2017	24 Aug 2017	24 Aug 2017	24 Aug 2017	21 <sup>st</sup> Sep 2017	21 <sup>st</sup> Nov 2017			21 <sup>st</sup> Nov 2017
Delivery	25 May 2018	29 Jun 2018	25 May 2018	25 May 2018	25 <sup>th</sup> May 2018		28 <sup>th</sup> Oct 2018	21 <sup>st</sup> June 2019	

802 Milestones	Original Scheduled Date See Note 1	Revised Scheduled Date See Note 2	Revised Scheduled Date See Note 3	Revised Scheduled Date See Note 4				Revised Scheduled Date See Note 8	Actual Date
Cutting of Steel	15 Dec 2015	15 Dec 2015	-						15 Dec 2015
10% Fabrication	18 Apr 2016	13 Jun 2016	-						10 Jun 2016
25% Fabrication	14 Jun 2016	02 Aug 2016	-						04 Aug 2016
35% Fabrication	15 Aug 2016	26 Sep 2016	-						06 Oct 2016
50% Fabrication	14 Oct 2016	18 Nov 2016	20 Jan 2017						13 Jan 2017
Major Equipment and Lock Out Items Installations	14 Nov 2016		TBA	16 Oct 2017					15 June 2018
75% Fabrication	15 Dec 2016	19 Jan 2017	05 May 2017	22 Sep 2017					21 March 2018
100% Fabrication	16 Jan 2017	20 Feb 2017	20 Oct 2017	13 Oct 2017				07 June 2019	
Berth Join Up	14 Mar 2017	05 Jan 2018	14 Dec 2017	10 Nov 2017				19 Jul 2019	
Hull Inspection Prior to Paint	17 Apr 2017	02 Feb 2018	24 Nov 2017	31 Oct 2017				05 Feb 2019	

<b>Launch</b>	12 Oct 2017	20 Mar 2018	12 Jan 2018	17 Nov 2017				05 July 2020	
<b>Delivery</b>	26 Jul 2018	29 Aug 2018	26 Jul 2018	26 Jul 2018				10 March 2020	

Note 1: From Cardinal Programme Rev 01 dated 14 Dec 2015  
Note 2: From Cardinal Programme Rev 03 dated 16 May 2016  
Note 3: Email from FMEL 09 Dec 2016  
Note 4: 12th May 2017

Note 5: Emails Week 28/2017  
Note 6: Email 04 Sep 2017  
Note 7: Meeting FMEL 03 Nov 2017  
Note 8: Announced by FMEL August 2018