

ISLE OF ARRAN FERRY COMMITTEE

Minute of Meeting

Held on

Monday 11th August 2014

At 7.30pm in the

Mountain Rescue Centre

Present:

Robert Waine (Chair)

Simon Richmond (CalMac)

Colin McCort (CalMac)

Sheila Gilmore (VisitArran)

Iain Thomson (Haulage and Construction)

Liz Robertson (NFU)

Jim Henderson (Community Council)

Jim Lees (Arran CVS/Elderly Forum)

Alistair Dobson (Taste of Arran)

Bill Main (CalMac)

1.

Welcome & Apologies:

The Chairman opened the meeting and thanked all for attending.

Apologies were received from Kenneth Gibson, Cllr John Bruce and David Cameron.

2.

Minute of Previous Meeting

The minutes of the previous meeting were adopted as a true record, subject to one amendment.

Proposed: Jim Lees

Seconded: Sheila Gilmore

3.

Matters Arising

RW explained that he had received a letter from Graham Laidlaw on the 17th of July. GL expressed thanks for the letter regarding RET and explained that he is grateful to the Ferry Committee's input to demand management, he appreciates that financial demand management is not wanted. GL would like to meet again to discuss this further.

RW responded to the letter on the 23rd of July thanking GL for his reply and iterated that the decision on RET demand management is a community decision. The Queens Baton event was successful.

The LGV weighing has caused no issues on the Arran route as yet.

The winter timetable will be finalised in the coming weeks.

SR explained that there will be 150 capacity on the winter Lochranza vessel. Will clarify fuel tanker shipment dates as capacity is lower on these days.

RW requested structure and answers regarding future vessels from Richard Hadfield.

RH replied stating that a couple of vessels will be ordered, one to be deployed on the Ardrossan – Brodick route.

Transport Scotland, CMal, CalMac and Clydeport have met to bring the new team up to speed.

RW expressed the need for clarification on decisions and progress updates.

4.

Bill Main's Report

BM discussed using the mezzanine deck to assist demand management and maximise capacity for cars by having the mezzanine deck in place as often as possible. The Isle of Arran vessel does not have mezzanine decks although the Caledonian Isles has 2 mezzanine deck which can be used intermittently.

BM presented the committee with a timetable suggesting that while both vessels are in service, all Caledonian Isles sailings, barring the first and last sailings, utilize both mezzanine decks rendering these sailings unavailable to commercial vehicles.

JL queried what vehicles can fit in the bow and the stern when the mezzanine decks are in place.

SR explained that a small coop lorry and a coach could fit into these spaces with a couple of vans on either side.

BM explained that many commercial users are still to be consulted with.

It was explained that this may only be necessary in August and October when the numbers are at their highest.

SR added that certain motor homes will be unable to travel on these sailings.

BM explained that any customers booking on a mezzanine deck sailing with a high vehicle will be told there is 'no availability' on that sailing and will be offered the sailing before and after.

IT explained that the 1800 sailing is a popular sailing for commercial vehicles and queried the Isle of Arran's capacity for commercial vehicles.

CMcC stated that the Isle of Arran can hold 400 tonnes.

IT then asked if the Isle of Arran is cancelled due to weather will the commercial users have priority.

BM explained that there will be no change to the current system.

RW expressed the need for discussion with all commercial customers.

AD explained that he had received positive response and engagement from local companies regarding demand management.

BM explained that the biggest increase is going to be cars.

SG expressed the need to book and secure the pricing for the summer timetable to ensure hotels etc are able to start offering packages to assist in demand management.

IT queried the plans on a second boat starting earlier in the year.

BM explained that the second vessel comes in May-Sept although CalMac are looking to move this to April if possible.

IT explained that having a new vessel with mezzanine deck that can be used with commercials on board would solve many problems.

BM explained that the ship would have to be very large to enable this.

IT suggested leaving the 1800 sailing as it is.

AD added that it is a very positive move in maximising car capacity while working with the haulage companies.

BM explained that the timetable can be flexible according to capacity.

RW suggested that committee members continue with Demand Management research.

5. Finance

None

6. Correspondance

None

7. Port Managers Report

CMcC explained that the Highland Games weekend was successful.

The work on the sea wall in Lochranza will be completed at the end of this week/mid-week next week.

8. Date of Next Meeting

The date of the next meeting is to be confirmed.

9. Any Other Business

SR explained that there will be a slight change in the Lochranza timetable next summer. The 1720 sailing will now sail at 1710 to meet with the bus on the Clonaig side.

AD queried the result of the SPT review. Public transport will need to consider demand with RET.

With no further business, the Chair closed the meeting.

Signed:

Dated: