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## **NZET Committee 07 January 2025 – Outstanding Queries**

At the meeting of the Net Zero, Energy and Transport Committee of 7 January, Kevin Hobbs and Jim Anderson of Caledonian Maritime Assets attended to discuss Scottish ferry services. During the meeting CMAL agreed to provide responses to several open queries received during the meeting. These questions and responses can be found below along with timestamps of when the query was raised.

### **Query 1: - [9.19am – 9.22am](#)**

Weight of ship, including:

- how much the weight was over the requirement and any fine incurred
- whether the vessel was at the point at which it could have been rejected
- how much the additional weight will impact on the carbon emissions

Response:

- The contract deadweight requirement was 878 tonnes at 3.45m draft, the achieved deadweight at 3.45m draft being 791 tonnes, the deficiency was 87 tonnes. There was no payment of liquidated damages sought given that 791 tonnes deadweight at 3.45m satisfied the operational vehicle carrying and fuel, freshwater etc carrying requirements for the vessel.
- The reduction in deadweight would have entitled the Buyer to have the option to terminate the original contract between CMAL and FMEL, and the successor contract between Ministers and FMFG. However there was and remains an urgent need to replace ferries and it was deemed pragmatic to accept the vessel with the reduced deadweight as it could still achieve its operational purposes fully on the Arran Route and others that the vessel may serve in its lifetime.
- The deadweight at 3.45m draft is 791 tonnes. At deadweight of 878 tonnes, the draft is about 3.50m. the difference between both drafts in speed and fuel combustion at service speed is very minor and considered negligible.

### **Query 2: - [9.29am – 9.35am](#)**

*Are there more limitations on the vessels carrying capacities because of the current specifications rather than the specifications set in the original contact.*

Response:

There are no limitations on the vehicle carrying capacities from the requirements of the contract. The carrying capacities in the contract are descriptive rather than creating a right of rejection.

**Query 3: - [9.39am](#)**

*Time it will take to refit the anchor.*

Response:

FMPG advise to allow for up to 4 days to change the anchor chain wheels and test.

**Query 4: - [9.42am – 9.44am](#) –**

*List of parts moved from Glen Rosa to Glen Sannox*

Response:

List of major parts moved from Glen Rosa to Glen Sannox:

- Port auxiliary engine exhaust gas ventilation unit
- Starboard auxiliary engine governor
- Port auxiliary pilot pump
- Starter motor & solenoid harbour generator
- Hydraulic Power Unit filters, magnets & springs x 3
- 12 x gas admission valve auxiliary engines
- Fuel circulation pump.
- Marine Gas Oil Circulating pump stbd.
- Shaft torque meters.
- Grey water pumps (and one spare)
- Foule Oil Circulation (require to be refurbished or potentially bought again)
- Window wiper panel
- Variable frequency drive from winch/windlass
- Variable frequency drive from powered bollards
- Engine telegraph
- Navigation Light controller

All parts removed will be repaired or replaced.

**Query 5: - [10.34am](#) –**

*Carbon emission figures per passenger*

Response:

The vessel has only just entered service, and the operator (CalMac) will, in due course, be able to advise on the carbon emission per passenger – this can only be calculated after the vessel has operated for a number of weeks. There is significant variability regarding passenger numbers throughout a 12-month cycle.

**Query 6: - [10.40am - 10.41am](#) –**

*Ports/power costs including showing within the cost quote, which ports are overnight power supply and which of those ports are mandatory (i.e. boats that are using the ports need it to charge their battery)*

Response:

Electrical connections are not mandatory at any port at this time but in the continued efforts to achieve NET ZERO then overnight charging for battery operated vessels and having power for a vessel's hotel load is recommended.

<b>Location</b>	<b>Type of Connection</b>	<b>Quoted Cost</b>	<b>Use</b>
Colintraive	Non-Firm	£400,000	Electric Vessel Charging
Fionnphort	DSR	£550,000	Electric Vessel Charging
Lochaline	DSR	£265,000	Electric Vessel Charging
Tarbert LF	Firm	£25,000	Electric Vessel Charging
Tobermory	Firm	£1,725,000	Electric Vessel Charging
Rasaay	Non-Firm	£160,000	Electric Vessel Charging
Gigha	Non-firm	£200,000	Electric Vessel Charging
Largs	Firm	£120,000	Electric Vessel Charging
Berneray	Non-firm	£3,190,000	Electric Vessel Charging
Ardmhor	Firm	£150,000	Electric Vessel Charging
Port Ellen	Firm	£235,000	Overnight Hotel Load
Uig	DSR	£165,000	Overnight Hotel Load
Kennacraig	Non-firm	£540,000	Overnight Hotel Load
Port Askaig	Non-firm	£690,000	Overnight Hotel Load
<b>Total</b>		£8,415,000	

**Query 7:** - [10.50am – 10.53am](#) –

*Questions on procurement and assessment*

Response:

Quality Scoring (inc technical aspects attract 65% weighting and Price attracts a 35% weighting).

**Additional Clarification**

We need to add the following as a clarification in relation to a question answered by Kevin Hobbs who advised that CMAL do not have emissions independently verified – please see below

- The UK MRV Regulations apply to our ships over 5000 GT and so the annual emissions data from these ships, monitored by the ship Operators, is independently verified by an accredited verifier each year. In addition to this, CMAL report the organisation's annual energy use, greenhouse gas emissions and related information as required by The Companies (Directors' Report) and Limited Liability Partnerships (Energy and Carbon Report) Regulations 2018. The report includes the emissions from the fuel consumption of all our vessels, not just those over 5000 GT. The Streamlined Energy and Carbon Report (SECR) submission is included in the organisation's Annual Report and Accounts and is audited by our external audit and assurance partner before publishing.

CMAL appreciates the opportunity to provide clarification and accuracy regarding the queries raised by the committee.

Kevin Hobbs  
Chief Executive Officer  
Caledonian Maritime Assets Ltd