

The Highland Council

Agenda Item	11
Report No	LA/25/25

Committee: Lochaber Area

Date: 11 August 2025

Report Title: Corran Ferry Update

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

- 1.1 The purpose of this report is to provide Members with an update on Corran Ferry Operations and the Corran Ferry Infrastructure Improvement Scheme and the New Electric Vessel.

2 Recommendations

- 2.1 Members are asked to **note**:-

- i. the update on Corran Ferry Operations; and
- ii. the update on the Corran Ferry Infrastructure Improvement Scheme and New Electric Vessel which can be found below in Appendix 2

3 Implications

- 3.1 **Resource** – Revenue and Capital budget details are provided in the report.

- 3.2 **Legal** - Legal advice continues to be followed throughout.

- 3.3 **Risk** - Without the Corran Ferry Infrastructure and Vessel Replacement Project the future reliability, capacity and sustainability of the ferry service is at risk. The ferry service plans do not conflict with any aspirations for a fixed link (tunnel or bridge). Ferries are required until such time that any fixed link is constructed. The new ferry designs are standardised with CMAL/CalMac vessels and will be resaleable if required.

- 3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** - Current crew transfer operations are under review. In future, the new ferry berth mitigates the risks associated with ship-to-ship transfer of crew.

- 3.5 **Gaelic** - There are no implications for Gaelic.

4 Impacts

- 4.1 In Highland, all policies, strategies or service changes are subject to an integrated screening for impact for Equalities, Poverty and Human Rights, Children's Rights and Wellbeing, Climate Change, Islands and Mainland Rural Communities, and Data Protection. Where identified as required, a full impact assessment will be undertaken.
- 4.2 Considering impacts is a core part of the decision-making process and needs to inform the decision-making process. When taking any decision, Members must give due regard to the findings of any assessment.
- 4.3 This is an update report and therefore an impact assessment is not required.

5 Maid of Glencoul

- 5.1 The Maid of Glencoul is now 50 years old, having entered service in 1975. The resolution of her steering system issues and extended refit last year, including various steel hot work patching, prepared her well for her recent period in service from November 2024 to February 2025.

This year the Maid left for refit in April 2025. It would normally start in March. Refit commenced mid-April after delays due to congestion at the shipyard (caused mainly by emergency docking of other vessels, and in part by the MV Corran's extended refit last year).

- 5.2 Refit overhaul comprises a range of planned maintenance and repair work, plus any emergent repairs or additional work required by MCA survey.

Certain elements have gone well including fitting a new aft propeller blade, replacing high voltage cabling, bilge pipework replacement, and painting (being in a covered dock this year).

However there have been a number of delays, primarily due to:-

- lead time delays for additional parts in overhauling the forward main engine;
- additional emergent steel hot works to the ramps, particularly the aft ramp; and
- third party parts delays during the LSA upgrade (Life Saving Apparatus)

- 5.3 All parties and resources are committed to returning the Maid of Glencoul back to service as soon as possible, and stakeholders continue to receive regular updates on her progress.

A copy of the latest update at time of writing is detailed within **Appendix 3** of this report.

6 MV Corran

- 6.1 The MV Corran is currently in service since her return from annual refit at the end of February 2025.

May was a busy month as usual, and after the usual slight drop-off in June the service is again very busy.

- 6.2 The MV Corran's next refit is planned to commence at the start of November 2025. As usual, plans are well underway for this. The main notable item this year will be a 10-yearly overhaul of the forward Voith Schneider propulsion unit. Arrangements are in place for this to be done by the OEM (original equipment manufacturer) Voith.
- 6.3 The MV Corran is in her 25th year of service. Inevitably the extent of repair and maintenance works required increases over time as the vessel ages, and due to the number of discrete works and specialist third parties involved, so too the length of vessel refits extends. However, this year extensive emergent works are not anticipated, and due to the volume of work done in recent years, it should be a shorter refit this year.
- 6.4 Some planned steel patching work has already been identified in the mid-section of the car deck. However, this is the last section of the car deck currently requiring work and is minor compared to the works undertaken in recent years.

7 Revenue Budget

- 7.1 There has been a change this year to the way that ferry services funding is allocated to local authorities from the Scottish Government.
- Funding is once again allocated to Highland Council Ferry Services as a budget line in the overall block grant that is awarded to Highland Council by the Scottish Government for the delivery of all non-ring-fenced council services, as was the case prior to 2022/23.
- 7.2 For the last three years, from financial year 2022/23 to 2024/25 inclusive, local authority internal ferry services funding was ring-fenced by Transport Scotland and awarded to local authorities as a grant for Internal Ferry Services based on evidence and projected need.
- 7.3 The budget line for Highland Council ferry services for 2025/26 is £1,500,000.
- This supports the Corran Ferry plus the five Council contracted Small Ferry services at Mallaig – Inverie – Tarbet, Camusnagaul – Fort William, Cromarty – Nigg, Small Isles – Mallaig, and Scoraig – Badluarach.
- 7.4 With increased operating costs (including repairs and maintenance) we are projected to operate at a loss again this year. A copy of the Ferry Services Budget is provided within Appendix of this report.
- However, as the projected trading account shows, now that the bulk of repairs and maintenance costs are complete, we can see a planned reduction in overspend, aiming to reach a break-even position in 2026/27.
- 7.5 Highlighting figures from the Ferry Services Budget are detailed within **Appendix 1** of this report. Table 1 below summarises the cost of Corran Ferry repairs and maintenance over recent years.

Table 1 – Corran Ferry Engine Repairs, Maintenance & Refit Costs

Year	Actual 2021/22	Actual 2022/23	Actual 2023/24*	Estimate 2024/25**	Estimate 2025/26	Estimate 2026/27
Cost	£423,051	£765,416	£1,964,376	£1,489,749	£1,280,000	£680,000

* After adding £647,986 late 2023/24 invoices which were paid in 2024/25.

** After deducting the same £647,986 late 2023/24 invoices which were paid in 2024/25.

8 Capital Budget – Corran Ferry Infrastructure Improvement Scheme and New Electric Vessel

- 8.1 Full details of progress with the Corran Ferry Infrastructure Improvement Scheme (CFIIS) and the New Electric Vessel (CFNEV) can be found on the [Corran Ferry Project](#) webpages.

A summary of the latest **Update for Members** is provided within Appendix 2 of this report.

9 Corran Ferry Fares

- 9.1 Corran Ferry fares increased from Tuesday 1 April 2025 following approval of the Medium-Term Financial Plan 2025/26 to 2027/28 budget, at the full Highland Council meeting held on Thursday 06 March 2025.

The list of [Corran Ferry fares](#) is displayed on the Corran Ferry webpage.

9.2 Foot Passenger Fare

The introduction of a foot passenger fare was approved by Economy and Infrastructure (E&I) Committee on 29 May 2025 and at a special meeting of the Highland Council on 25 June 2025. The special meeting was held in response to local Lochaber Councillors raising an amendment to the original proposal. This is summarised in **Appendix 4** of this report.

- 9.3 As agreed, concessions will not be charged. These include:-

- Senior Citizens (60+);
- Young Persons (16–22);
- Children (5–15); and
- Disabled Passengers

- 9.4 Introduction of the fare is planned later in summer 2025, giving notice to passengers and once collection methods are in place. An onboard self-service ticket machine is planned all year round to supplement pursing and optimise back-office cover requirements.

10 Flit Boat

10.1 The crew transfer launch, or flit boat, requires to be upgraded for the following reasons:-

1. Crew transfer safety;
2. Reduce maintenance costs;
3. Widen recruitment pool;
4. Contingency passenger service*;
5. Safety cover;
6. Improves Corran Ferry resilience (inclement weather); and
7. Safer crew transfer extends the operating window

(*Contingency services were described in the Corran Ferry [Update](#) that was presented to Lochaber Area Committee in January 2024.

10.2 This was discussed at the Corran Ferry Steering Group on 20 February 2025, with local Members at their Ward Business Meeting on 14 April 2025 and has community support.

10.3 Funding is currently being sought to allow the flit boat upgrade to take place as soon as possible.

11 Slipway Repairs

11.1 Repairs are required to both slipways, to be initiated as soon as possible. Works will be scheduled overnight so as not to disrupt ferry operations.

Works include:-

1. Corran slipway – concrete surface ‘pothole’ type repairs, and edge beam repair (SE edge); and
2. Ardgour slipway – repair surface/steel plate at toe (seaward end).

11.2 A contractor has been appointed and the planned works on the Corran slipway are due to commence on 4 August 2025, lasting 15 days.

Due to the nature of the repair works some noise is anticipated though every effort will be made to keep this to a minimum by screening the works and employing appropriate methods of work.

Local residents and businesses have been informed, and the information has been shared with Corran Ferry Steering Group members.

12 Ticketing

12.1 On 27 June 2025, the Council’s Reconfiguring Our Assets Board agreed the Corran Ferry Ticketing Project (CFTP) as a priority under the Highland Council’s Delivery Plan, to be actioned and resourced accordingly asap.

12.2 Aims of the project include:-

1. replace paper ticket books with a card-based system (e.g. concession cards, smart cards, account cards, etc.);
2. introduce online payments;
3. have a more advanced and agile system; and
4. allowing a fresh look at our offering for ferry users

12.3 Wider context

The Scottish Government has long advocated for a streamlined, user-friendly ticketing system that allows passengers to move easily between services and operators. The [2024 Fair Fares Review](#) reaffirmed this commitment, supporting the creation of a national integrated ticketing system. This includes measures such as smartcards, contactless payment, and capped daily or weekly fares. These initiatives aim to simplify journeys, enhance affordability, and encourage greater public transport use. The [National Smart Ticketing Advisory Board](#) (NSTAB) was established in 2023 to provide advice in making this happen.

13 Corran Ferry Marshalling

- 13.1 After concerns about the Ardgour marshalling area's ability for the traffic queues to self-regulate during busy periods, it was agreed to trial using marshalling personnel to control the queues during busy periods this year.
- 13.2 Seasonal Marshals have been employed since the end of April. They have proved their worth in this busy area and the trial is going well so far.
- 13.3 As requested at the Corran Ferry Steering Group, officers are again looking at opportunities to improve signage in the Marshalling areas and the approaches, with assistance from the Council's Road Safety Team.

14 Live Traffic Webcams

- 14.1 Corran Ferry Queues Live Traffic Cameras have been in operation since July 2024, accessible to the travelling public via the [Corran Ferry](#) webpages on Highland Council's website. Requested by stakeholders, they are well received as an improvement helping passengers with journey planning.

By using the link, particularly at peak periods, passengers can see how busy the Corran Ferry is.

15 Community and Stakeholder Engagement

- 15.1 Community Councils are represented on the Corran Ferry Steering group which has been in place since 2019 when the Corran Ferry Infrastructure and Vessel Replacement Project commenced.
- 15.2 The primary purpose of the group is to provide a structured forum for community councils to represent community views, advise on local priorities, and collaborate with The Highland Council in shaping, supporting, and delivering both the current service and future developments of the Corran Ferry Project.

- 15.3 In addition, as mentioned in Section 5.3 above, stakeholders receive regular weekly progress updates during annual vessel overhauls (Refits).
- 15.4 Live media announcements are issued as required for any service disruption, updates or key announcements, and [Corran Ferry](#) webpages are improved and updated regularly as required.

Designation: Assistant Chief Executive - Place

Date: 15 July 2025

Author: Richard Porteous – Operations Manager – Corran Ferry

Background Papers: Corran Ferry Update [Report](#) January 2024

Appendices:

- Appendix 1 - Ferry Services Budget
- Appendix 2 - Corran Ferry Infrastructure Improvement Scheme and New Electric Vessel
- Appendix 3 – Maid of Glencoul Refit March 25 Progress Update
- Appendix 4 – Foot Passenger Fare Summary

Appendix 1 – Ferry Services Budget

THE HIGHLAND COUNCIL - FERRY SERVICES													
2014/15 to 2023/24 Actual Income & Expenditure And Projections for 2024/25 to 2026/27													
											Estimated Annual CPI Inflation from 2024/25:	3%	3%
											Est Actual - TBC 2024/25	Estimate 2025/26	Estimate 2026/27
Corran Ferry	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	£	£	£
	£	£	£	£	£	£	£	£	£	£			
Expenditure													
Employee Costs	658,120	686,884	698,915	730,395	750,185	880,092	927,671	1,013,322	1,053,061	1,063,251	1,179,428	1,214,811	1,251,256
Property Costs	26,037	26,654	26,382	34,143	39,607	35,499	34,337	41,111	34,865	55,260	55,260	56,918	58,625
Fuel Costs	169,843	119,230	135,909	143,406	171,359	165,190	119,453	177,324	249,016	121,996	249,016	256,486	264,181
Transport Costs	4,904	4,363	3,667	5,580	3,787	9,754	6,752	8,252	9,781	8,201	10,955	11,283	11,622
Insurance	48,576	60,361	53,823	57,133	21,327	15,169	20,429	20,430	16,781	24,724	56,245	57,932	59,670
Engine Repairs & Maintenance & Refit Costs	326,158	213,444	314,345	485,214	373,566	383,940	357,837	423,051	765,416	1,316,392	2,137,735 *	1,280,000	680,000 ***
Other Costs	50,437	43,570	61,371	109,237	126,221	64,063	120,982	166,825	118,277	146,653	132,470	321,444 **	146,088
Contingency Costs										1,407,217			
	1,284,075	1,154,506	1,294,412	1,565,108	1,486,052	1,553,707	1,587,461	1,850,315	2,247,197	4,143,694	3,821,109	3,198,876	2,471,442
Income													
Ferry Dues	(1,260,048)	(1,312,793)	(1,333,480)	(1,386,642)	(1,374,130)	(1,471,327)	(866,873)	(1,632,205)	(1,524,375)	(750,699)	(1,800,000)	(1,854,000)	(1,909,620)
Other	(34,442)	(33,455)	(33,081)	(34,472)	(33,296)	(33,577)	(33,236)	(32,897)	(27,079)	(16,522)	(30,328)	(31,238)	(32,175)
	(1,294,490)	(1,346,248)	(1,366,561)	(1,421,114)	(1,407,426)	(1,504,904)	(900,109)	(1,665,102)	(1,551,454)	(767,221)	(1,830,328)	(1,885,238)	(1,941,795)
(Surplus)/Deficit	(10,415)	(191,742)	(72,149)	143,994	78,626	48,803	687,352	185,213	695,743	3,376,473	1,990,781	1,313,637	529,646
Capital Charges	75,922	75,922	75,922	75,922	75,922	91,126	91,126	105,376	126,046	126,116	126,116	126,116	126,116
Loss after Charges	65,507	(115,820)	3,773	219,916	154,548	139,929	778,478	290,589	821,789	3,502,589	2,116,897	1,439,753	655,762
Small Ferries Contracts									436,490	480,000	502,000	517,060	568,766
RET Knoydart									70,254	220,000	240,000	247,200	271,920
TOTAL FUNDING REQUIRED FROM THE COUNCIL BLOCK GRANT									1,328,533	4,202,589	2,858,897	2,204,013	1,496,448
Funding Allocated to Highland Council Ferry Services in the Block Grant by Scottish Government ****									(897,000)	(1,000,000)	(1,000,000)	(1,500,000)	(1,500,000)
(Surplus)/Deficit									431,533	3,202,589	1,858,897	704,013	(3,552)
* includes £647,986 late invoices from 2023/24.													
** Includes est £150,000 slipway repairs previously funded by capital; plus £35,000 seed contribution for flit boat upgrade (have applied to CRF funding for the remaining £85,000 - result tbc).													
*** The essential works completed over the previous 5-years mean that there will be less work required in 2026/27.													
**** This is the Ferry Services budget-line in the Council's Block Grant annual funding from the Scottish Government.													
(NB. reference ****:- previously. between years 2022/23 and 2024/25 inclusive. this was ring-fenced Transport Scotland grant funding awarded to local authorities for Internal Ferry Services).													

Corran Ferry Infrastructure Improvement Scheme and New Electric Vessel Update for Members

1 Planning Application and Marine Licence Consent Update

- 1.1 The representations received during the consultation process for the planning application and marine licence application for the proposed infrastructure works have been reviewed, and additional information has been provided to THC's Planning Case Officer for consideration of the planning application determination which is scheduled for South Planning Committee 22 August 2025.
- 2 THC Planning Case officer has been provided with confirmation on several items which they have raised within sections 2.1-2.5 below.
 - 2.1 Management – confirmation that waste (refuse and recyclable) provision on Nether Lochaber side within marshalling and Ardgour remain as current.
 - 2.2 Public Art – confirmation that Corran Ferry Infrastructure Improvement Schemers (CFIIS) design and materials have been selected in consideration of place and functionality, Nether Lochaber opens up a new public viewpoint up Loch Linnhe and a welcome sign on the Ardgour side for ferry users and visitors will be considered in agreement with local Members and local community councils.
 - 2.3 Proposed Vessel Power Compound Located in the Area of Land Identified in the Ardgour Local Place Plan as Suitable for an Affordable Housing Extension to Corran Gardens – confirmation that extended substation area has been agreed with the landowner and the proposal also provides for access provision to this field area, via an unbound granular road and turning area to allow for future road extension, opening up access to the field for future housing.
 - 2.4 Ardgour Local Place Plan Indicating a Desire for Car Parking and EV Charging – confirmation that no EV Charging included in CFIIS, but ducting will be provided to facilitate the potential future installation of cabling required for any future expansion of Ardgour shore facilities with extended marshalling area with future public parking provision and EV charging.
 - 2.5 Biodiversity Enhancement Progress – confirmation that BNG enhancement is progressing with engagement with Bidwells as agent for both Ardgour and Achnacarry Estates, three sites have been identified as potential sites and baseline condition habitat surveys are programmed, progressing draft legal agreement and transfer of particular responsibilities for the delivery and ongoing management of enhancement proposals on estate land for 30 year period, and a commitment to provide offsite compensatory planting. Confirmation that the project would be pleased to accept a Planning condition to the effect that *prior to the new ferry infrastructure becoming operational, full details demonstrating that the development will provide a net biodiversity enhancement of at least 10% shall be submitted to, and approved in writing, by the Planning Authority (or similar).*

3 Infrastructure Design

- 3.1 The infrastructure design has been completed with Wallace Stone having finalised the detailed design drawings and contract documents for tender issue.

4 Procurement

- 4.1 The Stage 2 Notice, including tender documents and drawings for the Corran Ferry Infrastructure Improvement Scheme (CFIIS), was issued on 15 July 2025 to the five contractors shortlisted through the Stage 1 infrastructure tender process. The tender period is 12 weeks, with a submission deadline of 2 October 2025.

5 Land

- 5.1 The land plans have been finalised, a site meeting with landowners and agents took place last month to agree final details and the Estates Team are progressing with negotiations.

6 Utilities

- 6.1 Communications are ongoing with SSEN for the power requirements and the advance works are now being planned by SSEN and we had an earlier meeting today with THC/SSEN regarding progress of the CFIIS SSEN quotations, timescales and subsea cable removal works.

Openreach diversion works, and permanent works have been confirmed and is included in the construction contract.

SSEN's revised forecast date for connection on completion of the Fort William circuit upgrade works remains September 2028.

7 Programme

- 7.1 Following recent review of the project programme, the programme dates revised as follows:

Activity	Start	Finish
Detailed Design	28/02/24	07/03/25
EIA, Marine Licence & Planning Applications	15/03/24	28/02/25
Marine Licence Consent	28/02/25	15/08/25
Planning Consent	24/02/25	02/09/25
Land Acquisition	17/06/24	26/09/25
Contract Documentation	28/10/24	16/05/25
Tender Stage1 - Single Procurement Document	08/01/25	07/02/25
Tender Stage 2 - Works	11/07/25	03/10/25
Construction	17/11/25	17/05/27

Corran Ferry - New Electric Vessel

1 Vessel Procurement

- 1.1 As part of the Caledonian Maritime Assets Limited (CMAL) Small Vessels Replacement Programme (SVRP), a design has been prepared for the new Corran Ferry, with a tender specification ready for submission to a shipbuilder.
- 1.2 We aim to deliver the new ferry as soon as possible to align with the readiness of the infrastructure and the charging supply set for completion in 2027/28.
- 1.3 On 29 May the Economy and Infrastructure Committee approved the vessel procurement strategy for the building and delivery of the new Corran Ferry, which involves maintaining close collaboration with CMAL through a partnership arrangement.
- 1.4 The Procurement Strategy includes:—
 - i. a joint tender pack and establishing two separate contracts with the appointed shipyard for the delivery of three new CMAL vessels and one new HC vessel as part of SVRP Phase 2;
 - ii. putting in place a support service contract with CMAL to obtain assistance and guidance throughout the sourcing, build and delivery processes; and
 - iii. appoint a client representative to represent the best interests of The Highland Council (THC) during the build and delivery process.
- 1.5 The collaboration will allow THC to play a management role in the project while benefiting from CMAL's extensive experience in vessel procurement and management, technical expertise, economies of scale, site supervision, and ensuring vessel standardisation across the CHFS network.

2 Legal

- 2.1 The project and procurement teams are working in close collaboration with the highly regarded law firm Addleshaw Goddard LLP to provide legal guidance on the three key steps outlined above. Addleshaw Goddard brings specialist expertise through its dedicated shipping law division and also serves as legal adviser to CMAL.

3 Community Benefits

- 3.1 In accordance with procurement legislation, the Council's [Community Benefit Policy](#) and its approach to [Community Wealth Building](#), the Council will ensure that the procurement of the new Corran vessel will aim to maximise the social, economic and environmental benefits to help Highland communities achieve economic growth and increased prosperity through this contract.
- 3.2 The Council will explore and negotiate with CMAL an appropriate and proportionate approach to Community Benefits relevant to the ship building contract.

4 SVRP Phase 2

- 4.1 It is important to note that SVRP Phase 2 will be a separate procurement exercise from Phase 1. It is planned for the second phase of the Islands Connectivity Plan (2026 to 2031) but the realisation of phase two, including planned procurement and construction timeline is subject to funding approvals from Scottish Ministers. Although a later start date, the plan for Phase 2 is for it to run alongside Phase 1 and finish at approximately the same stage.

5 Delivery

- 5.1 It is anticipated that the new Corran vessel would be the first of four vessels built as part of SVRP Phase 2, with an estimated delivery date at the end of 2028/29.

6 Funding

- 6.1 As Members will be aware the Council received confirmation of up to £28m in November 2024 in funding from the Scottish Government, for the new electric ferry.
- 6.2 This funding, part of the Inverness and Highland City Region Deal, comes alongside additional investment in shoreside infrastructure which will be funded by £20m from the UK government and £10m from The Highland Council.
- 6.3 As part of the Inverness Highland City Region Deal (IHCRD) governance arrangements, the Deal has requested a time extension beyond the original deal end date of March 2027 to align with the estimated spend profile timeline.
- 6.4 In accordance with IHCRD governance arrangements, funding will only be released after the Final Business Cases (FBC), which will incorporate final tender prices submitted by both the appointed shipyard for the vessel and the contractor for the associated infrastructure.
- 6.5 The Council continues to collaborate closely with lead consultants, Stantec, to develop the Final Business Cases for the new vessel and the infrastructure.

Maid of Glencoul - Refit - March 2025
Progress - Update

- **Week 1 – 07 April** - Refit commenced. Painting commenced while at the holding berth. Good weather.
- **Week 2 – 14 April** – Vessel taken out of the water and under cover. Refit commenced in earnest. Easter long weekend.
- **Week 3 – 21 April** – Propulsion engineers service both units, repair seal on fwd. unit, and fit new aft propeller blade.
- **Week 4 – 28 April** – Hull survey. Re-pin and re-bush ramp fingers. Forward main engine removal to specialist engineers for full overhaul (ME).
- **Week 5 – 05 May** – Electrical testing and wiring replacement. Bilge pipe replacement work. May Day long weekend.
- **Week 6 – 12 May** – Bilge pipe work. Multiple discrete works and painting ongoing.
- **Week 7 – 19 May** – Surveyors inspect disassembled fwd. ME. Discrete works ongoing. Final lifesaving apparatus upgrade plans approved (LSA).
- **Week 8 – 26 May** – Parts sourcing issues for fwd. ME. Multiple discrete works completed. Painting. LSA upgrade works.
- **Week 9 – 02 June** – Extended ME parts lead time apparent. Ramp works and LSA upgrade works (hot works).
- **Week 10 – 09 June** – Electric works (incl PA system). Hot works ongoing.
- **Week 11 – 16 June** – Further delays with ME parts lead time & LSA parts lead time apparent. Hot works ongoing. Painting.
- **Week 12 – 23 June** – Finish hot works, including LSA works apart from outstanding part.
- **Week 13 – 30 June** – Yard Holiday Shutdown 1-Week. Refit complete apart from parts hold-ups.
- **Week 14 - 07 July** - Receive outstanding parts for ME and LSA - Finish rebuild/install.
- **Week 15 – 14 July** – Back in the water. Steering control system testing. Final prep and testing.
- **Week 16 – 21 July** – MCA sea trials, commissioning, journey home, return to mooring and available for service.

Foot Passenger Fare - Summary

At Full Council on 6 March 2025, the Council approved its Medium-Term Financial Plan for 2025/26 to 2027/28, which included a range of measures to ensure the continued delivery of essential services. These included savings, service improvements, efficiencies, and income charges - among them, a 10% increase in Corran Ferry fares for 2025/26. The proposed introduction of a foot passenger fare was deferred for further consideration by the Economy & Infrastructure Committee on 29 May 2025.

In preparation for that meeting, an initial draft report was developed in April 2025. Officers provided updates to Members at the Lochaber Area Committee on 12 May 2025, including when asked early details of a proposed £3.00 foot passenger fare and potential discount options. The same day the Corran Ferry Steering Group also discussed the proposal. Questions were raised about the consultation process, and it was explained that the report was still being finalised at that time.

The Council recognises the importance of community engagement and has drawn on feedback gathered over recent years through various forums, including the Corran Narrows Socio-Economic Study (September 2021) and ongoing dialogue with local stakeholders. This input has helped shape the final proposal.

The Integrated Impact Assessment considered the potential effects of introducing a foot passenger fare and highlighted the need for mitigation. As a result, the final proposal included a significantly reduced fare of £2.00 benchmarked against similar ferry services - and confirmed that key concession groups would not be charged.

These include:-

- Senior Citizens (60+)
- Young Persons (16–22)
- Children (5–15)
- Disabled Passengers

The Council remains committed to keeping ferry travel as affordable and accessible as possible. Multi-journey ticket books offering a 75% discount will continue to be available for regular vehicle users.

In addition, the Council is progressing a new ticketing system project, which will provide a more modern and flexible platform for fare collection. This project will also support a wider review of fare structures and discount options for all passengers, ensuring that future pricing remains fair, transparent, and responsive to community needs.

The proposal was approved by the Economy and Infrastructure Committee on 29 May 2025. A [public announcement](#) followed to ensure passengers were informed in advance, allowing time for the ferry service to prepare for implementation later this summer.

Subsequently an Amendment was proposed by local members to delay implementation of the foot passenger fare. The subject was discussed at a special meeting of the Highland Council on 12 June 2025 whereby the proposal to introduce the fare was upheld.

The Council understands that changes to fares can raise concerns and therefore wants to reassure the community that this decision was made with careful consideration of affordability, fairness, and the long-term sustainability of services.