



Corran Ferry Stakeholder Group

**Buidheann Luchd-
ùidh Aiseag a'
Chorrain**



Notes/Actions Nòtaichean/Gnìomhan

No:	Meeting Number – 02
Date:	12 May 2026
Time:	6.00 pm – 7.00 pm
Via:	MS Teams

Attendees	Init	Details
Paul Reid	PR	THC - Chief Officer Facilities, Fleet & Transport
Richard Porteous	RP	THC - Operations Manager Corran Ferry
Councillor Thomas MacLennan (Chair)	TM	Ward: 21 Fort William-Ardnamurchan
Dr Michael Foxley	MF	Ardgour CC
Tricia Kennedy	TK	Ardgour CC
Andrew Cameron	AC	Acharacle CC
Jackie Millar-Craig	JMC	Sunart CC
Gill Calver	GC	West Ardnarmurchan CC
Apologies	Init	Details
Councillor Ken Gowans	KG	Senior Strategic Chair
Councillor Matthew Prosser	MP	Ward: 21 Fort William-Ardnamurchan
Councillor Andrew Baxter	AB	Ward: 21 Fort William-Ardnamurchan
Councillor Kate Willis	KW	Ward: 21 Fort William-Ardnamurchan
Councillor John Grafton	JG	Ward: 11 Caol and Mallaig
Councillor Liz Siggers	LS	Ward: 11 Caol and Mallaig
Councillor Sammy Cameron	SC	Ward: 11 Caol and Mallaig
Henriette Laidlaw	HL	Morvern CC
Tom Frazer	TF	Morvern CC
Pamela Burns	PB	THC - Corporate Communications

Item	Notes/Actions
1	Review of the Previous Minutes for the Stakeholder Group meeting held on 27 January 2026 – approved. The minutes will be published on the Corran Ferry Stakeholder Group page on the Corran Ferry website. A861 road improvements - MF noted and was appreciative of the investment being made and the work proposed by the Highland Council Roads Safety Team and Area Roads Team. Reference the Maid of Glencoul's ramps, more questions were asked about the insurance claims process. It was confirmed that Corran Ferry claims go to the Highland Council

Item	Notes/Actions
	Insurance team, and from there to Zurich who process the Highland Council's insurance claims. GC had heard that someone making a claim had been told that there was no issue with the ramps. GC hoped this was not the case or they should change their position. PR confirmed that claims are with the Insurance Team and Zurich, in single figures at present, and Zurich are working through all the claims received.
2	Operational and Refit Update – RP provided an update:
2.1	MV Corran In November 2025 the MV Corran left for her annual winter refit. This was completed on time by the shipyard in January 2026. The MV Corran was unable to return to Ardgour until March 2026 due to Original Equipment Manufacturer (OEM) repair work to the forward propulsion unit caused by OEM parts delays. This was extended further until the end of March by associated OEM warranty work. Successful final completion of this warranty work by the OEM before Easter allowed the MV Corran to re-enter service in time for the busy holiday season. Throughout this challenging period, Corran Ferry crew worked relentlessly to get the MV Corran home and ready for service. During this period, the relief vessel the Maid of Glencoul continued to provide the service. This resulted in officers working closely with the MCA to agree short term safety certificate survey and certification. The MV Corran's refit took 2 ½ months, with the vessel's absence extended by another 2 ½ months for OEM repairs and warranty work. These scenarios are consistent with the wider industry for this type and age of vessel, evidenced by numerous comparable issues affecting other ferry vessels throughout the Scottish ferry network; currently officers are exploring options to reduce future risks whilst noting general supply concerns due to conflict in the middle east. Isle of Mull passengers are heavily dependent on Corran Ferry when there are problems with Mull ferries, as experienced before Easter and the increased use of Corran ferry during this period. The Highland Council continues to seek ways to minimise downtime of its ferries and streamline overhaul periods wherever possible. In recent years, both Highland Council vessels have seen an intensive period of investment, coinciding with major equipment reaching scheduled service intervals. The Council will review future maintenance schedules to maximise efficiency and ensure continued resilience for the communities that rely on the Corran Ferry service.

Item	Notes/Actions
2.2	The Maid of Glencoul During the MV Corran's refit, the Maid of Glencoul (51 years old), operated daily, with only 6 days outage out of 151 days in service, which crew and specialist OEM marine engineers worked quickly to resolve. The Maid of Glencoul is now away at her own annual refit. She left Ardgour on Monday 13 April, following the return to service of the MV Corran before Easter. There are no major equipment overhauls due for the Maid of Glencoul's refit this year. However, she has superstructure repairs and essential rewiring and out of water surveys indicate steel hull patching requirements. At this refit, as discussed previously with the Corran Ferry Stakeholder Group, we plan to make some alterations to the original design of the end-flaps on the Maid's ramps to improve the slipway transition for vehicles and we will continue to share latest information with Stakeholders. Having lost her Dangerous Goods licence due to the age and extent of works required on the Maid of Glencoul, and having invested in the vessel, re-application is planned at this refit, therefore we hope to be able to carry Dangerous Goods on the Maid of Glencoul when she returns from refit. We apologise to affected passengers for inconvenience caused during the winter months while the Maid of Glencoul has been in service. All considered, the Maid of Glencoul's current refit schedule is anticipated to take 2 – 3 months, ideally allowing her to return to Ardgour in time for the summer season which is busy from July.
2.3	Questions and discussion followed the operational and refit update. MF hoped there would be no surprises at the refit in terms of additional work or delays. RP said it is by no means certain that the Maid of Glencoul would get her Dangerous Goods licence back. He acknowledged the issues caused by having the Maid still in service later in the spring (as she was this year) due to her smaller size causing issues for hauliers, and crofters struggling to transport feed for livestock for example. This emphasises the need to minimise the length of the MV Corran's refits as far as possible. AC asked again for the Stakeholder Group to be briefed more fully before the refits, and reports shared in advance of planned work being carried out. RP and PR acknowledged this and committed to devising a suitable template and meeting this expectation for Stakeholders going forward.
3	Mòrag Bheag – RP provided an update: Mòrag Bheag the new Corran Ferry flit boat (crew transfer launch) is now in service at Ardgour. She replaces the old flit boat the Rebecca Anne and this improves the Highland Council's Corran Ferry resilience plans (agreed at the last Stakeholder Group meeting).

Item	Notes/Actions
	We are grateful for the Coastal Communities Funding provided by the Lochaber Area Community Regeneration Fund at Lochaber Area Committee in August 2025 which agreed to contribute 60% of the necessary funding. The new flit boat provides a number benefits including: • Improved crew transfer safety • A wider range of operating weather conditions, extending the ferry service operating window in poor weather • Reduced maintenance costs • The ability to provide an in-house contingency foot passenger service • A wider recruitment pool (being able to cross the Corran Narrows in all weathers) • Improved safety response at the Corran Narrows
4	Online Ticketing – RP provided an update about the project including a short presentation. The aim of the Corran Ferry Ticketing Project is to modernise the ticketing system, to optimise efficiency and benefit passengers. The project focuses on an online sales option for the current fares, where a valid m-ticket (with a QR-code) purchased online and presented on a smartphone to the Purser on the ferry, will then be scanned by the Purser on the ferry (and validity confirmed). This will include a multi-journey purchase option (i.e. x30 or x40 tickets in a bundle to replace the existing x30 tickets in a paper book). As the project advances officers continue to work closely with support colleagues in Digital Improvement and Commercial and Procurement Services. Since establishing our statement of requirements unfortunately there has been a delay of several weeks due to personnel changes in the supplier's project team. However, the quotation from the suppliers is expected any day. This delay has affected the project delivery timeline. We are still working to implement later this summer if possible, however third-party supply-end delays, passenger engagement, sufficient time for testing, etc will all determine the eventual launch date. The launch of Highland Council's new On-Line Engagement Platform 'Go Vocal' will help facilitate with passenger engagement. Ongoing project work for example includes consideration of potential digital exclusion of some passengers and possible solutions. We have been working on this with third sector organisation the Mhor Collective, a Community Interest Company specialising in digital inclusion. Stakeholders will be kept involved as we take this project forward. RP will share the slides with the minutes of the meeting. GC thought there should be a discount book for regular foot passenger users.



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	TK had doubts about the collection of foot passenger fares, and GC was worried about the safety implications. RP reassured that under the regulations the total count of all souls on board is recorded accurately for safety reasons for every journey onboard Corran Ferry. However, RP acknowledged that feedback is welcome as we look to refine fare collection, carryings data recording and the issuing of tickets for foot passengers.
5	Winter Weather – RP provided an update: Storm Chandra at the end of January affected the Corran Ferry, putting the service off early overnight on 27 January due to high SW winds. February was dull, mild and dryer than average, but March was particularly windy and unsettled in the NW Highlands, featuring repeated Atlantic weather systems, significant rainfall, and strong W and NW winds. These high winds in March frequently caused significant disruption to ferry services throughout Scotland. The Corran Ferry service was generally less affected, and often the worst of the wind arrived overnight, however on Tuesday 17 March the service was off from late morning to late afternoon. On the other 4 occasions that the service was off due to weather in March each outage was limited to 2 - 3 hours.
6	Lochaber Area Committee Report/ Corran Ferry Project Update RP confirmed that a quarterly Corran Ferry Update report is taken to each Lochaber Area Committee (LAC). The latest report from the 11 May 2026 LAC can be found on the Highland Council website and includes the latest updates about the Corran Ferry Infrastructure Improvement Scheme (CFIIS) and the Corran Ferry New Electric Vessel (CFNEV).
7	AOB A861 road improvements – MF requested targeting north of Treslaig. A contract has been awarded, and the Road Safety Team are looking to incorporate additional works/passing places. The Roads Teams will liaise direct with Community representatives. It was suggested that more thought could be given to expansion of the Ardgour marshalling area given that the current temporary parking area near the lighthouse had been created relatively quickly and easily.
8	The Date of the Next Meeting is Tuesday 11 August 2026 (the day after the next Lochaber Area Committee).