

Lochboisdale Harbour STAG Appraisal

Frequently Asked Questions



What is the timescale?

It is too soon to set out timescales but a project of this size and nature can be expected to take 5 – 6 years to complete.

What happens next?

The next stage of works will commence in early 2019 with progression to an Outline Business Case, this will confirm that the findings of the STAG Appraisal are still valid, develop the options so that a preferred option can be identified and agreed, refine the preferred option so as to increase the level of cost certainty and therefore develop the financial, commercial and management cases.

Where would the new ferry terminal be built?

The Outline Business Case will identify, through Design Development, a preferred option, although the STAG Appraisal does suggest that the Gasay options are likely to best deliver the objectives and offer value for money.

What will happen to the old ferry terminal?

If the ferry terminal is constructed in Gasay, then the existing ferry terminal will be decommissioned following completion of the new terminal.

Who is involved?

Lochboisdale Development Limited, Transport Scotland and CMAL (Caledonian Maritime Assets Limited) will oversee the project in liaison with CalMac Ferries Limited. Local partners, including the council, Highlands and Islands Enterprise, community groups and businesses will be invited to join working groups and Community Engagement events will ensure participation of the local community.

Will there be a new ferry?

A new ferry to replace the Lord of the Isles has not yet been identified though it is recognised that she is approaching the end of her design life. However, design of the new ferry terminal will have regard to a wider range of vessels such as the one to be deployed on the Uig Triangle route and so is likely to make the port accessible for a greater number of vessels, increasing service resilience.

Will that give an improved ferry service to Mallaig?

If the new ferry terminal is constructed in Gasay then it would be a deep-water berth, making it more accessible to a greater number of vessels within the CalMac fleet and less susceptible to ferry services being disrupted by stormy weather.

Will the existing facilities at Lochboisdale be affected during the Work?

If the new ferry terminal is built in Gasay it is unlikely that the fishery pier, slipway and pontoons, and the existing ferry terminal berth will be affected during the works.

How will the design and construction work be procured?

Detailed procurement plans are some way off but are expected to be in accordance with public procurement rules.

Will the work present opportunities for local contractors?

Most certainly.

How will the work be funded?

Funding plans will be developed as part of the Business Case work.

Who will operate and manage the new terminal.

The operations and management framework is being developed in parallel to the funding plans and the most effective and efficient model is not yet clear.

Will the existing road network, from Daliburgh to Lochboisdale be improved to support additional ferry traffic?

The spinal road route throughout the Outer Hebrides remains a priority in the Local Development Plan.

Will the ferry berth be able to take cruise liners?

Detailed operational matters such as this will be examined as part of the Business Case work.