

Appendix 1

Orkney Freight Issues

Ferry Traffic to/from Orkney Islands Council Harbours

	Freight (tonnes)		
	Strom - Scrab	Aberdeen route	Streamline*
2014-2015	25,919	57,521	47,199
2015-2016	27,476	62,461	48,920
2016-2017	22,591	72,551	50,094

- The Harbours data shows that the Aberdeen route is dominant for freight whereas the Pentland Firth route is dominant for passengers and cars.
- *The Streamline freight is no longer carried via the MV Daroja. The freight carryings will now be transferred to the Aberdeen route (freight and passenger vessels).
- Hauliers use the Aberdeen route as this is the most cost effective way to transport freight.
- The Pentland Firth routes are much more expensive when the ferry fare is combined with the longer road haul.

MV Helliar and MV Hildasay Freight Vessels

(May to September Freight Timetable)

Kwl - Abd	Abd - Kwl - Lwk	Lwk - Abd	Lwk - Kwl - Abd	Abd - Kwl	Abd - Lwk
1	2	4	1	1	3

	Kirkwall Dedicated	Kirkwall Shared	TOTAL weekly
Northbound	1	1	2
Southbound	1	2	3

	Lerwick Dedicated	Lerwick Shared	TOTAL weekly
Northbound	4	2	6
Southbound	3	1	4

Notes

- Helliar: Shared service between Aberdeen, Orkney and Shetland with limited dedicated sailings.
- Hildasay: as currently timetabled, is a dedicated vessel between Lerwick and Aberdeen return.
- Freight timetable is more focused on transporting freight southbound (predominantly from Shetland)
- Space restrictions imposed due to large volumes of freight Lewick - Aberdeen. Orkney hauliers informed they can use the Pentland Firth route however space is limited, particularly during peak season. Capacity issues will be heightened following the introduction of RET.
- Feedback from hauliers is that the timetable needs to consider freight in both directions, southbound and northbound from Shetland and Orkney.
- Current lack of availability of space for the return empty trailer between Kirkwall and Aberdeen.
- Current lack of freight sailings both to and from Kirkwall for hazardous cargo.
- The freight timetable is often affected by delays and cancellations, particularly in adverse weather.
- Hauliers note that the freight timetable is frequently altered whereas a regular scheduled service is preferred for the shipment of most goods (perhaps altered for livestock season etc).
- Freight priority is for the shipment of fish/shellfish from Shetland. Other freight not given priority.
- Freight vessels often tied up and not fully utilised. Increased revenue through freight since the

loss of the MV Daroja therefore consideration should be given to using these vessels more effectively to cope with demand from Orkney and Shetland. Better use of the freight vessels would remove some freight from the passenger vessels which would provide additional capacity which will be demanded following implementation of RET.

Allocation on Lerwick - Kirkwall - Aberdeen Passenger Vessels

(Summer Timetable - 29th March - 31st October)

	Kirkwall Dedicated	Kirkwall Shared	TOTAL weekly
Northbound	0	4	4
Southbound	0	3	3

	Lerwick Dedicated	Lerwick Shared	TOTAL weekly
Northbound	3	4	7
Southbound	4	3	7

Winter Timetable - 1st November - 28th March

	Kirkwall Dedicated	Kirkwall Shared	TOTAL weekly
Northbound	0	3	3
Southbound	0	2	2

	Lerwick Dedicated	Lerwick Shared	TOTAL weekly
Northbound	4	3	7
Southbound	5	2	7

Notes

- Shetland have a freight allocation within the current contract of 18 x thermostatic controlled trailers to travel on the passenger vessels whilst there is no such allocation for Orkney.
- As RET is likely to reduce vehicle fares, particularly for tourists, it is likely that this will significantly affect available deck space and therefore reduce the ability to book freight on the passenger vessels.
- It is likely that RET will significantly increase demand on the Pentland Firth routes.
- The increased vehicle demand will further reduce the available capacity for freight.
- This will have an adverse effect on hauliers transporting freight to and from the island.

Summary

- The majority of northbound and southbound Orkney freight is transported via Aberdeen as this is the most efficient and cost effective way to ship goods to/from Orkney.
- Shetland freight (fish/shellfish in particular) is given priority on the Aberdeen route. Orkney freight (even Salmon from Orkney) is often bumped off in favour of freight from Shetland which also affects the freight to be carried on the return sailing (Northbound) to Orkney.
- Whilst Orkney has the added option of the Pentland Firth routes, transporting freight via this route has more challenges and vessel capacity is also limited, particularly during peak season.
- The capacity issues in respect of freight will increase further following the introduction of RET.
- There is a need for additional dedicated and shared timetabled services for freight to and from Orkney within the next NIFS Contract specification.
- Consistent with Shetland, consideration should be given to allocating freight space on the passenger vessels to/from Aberdeen/Orkney.