



# **Future of UK Water Transport Interim Report**

**December 2025**

**Scottish Rural & Islands  
Transport Community CIC**

**Funded by the Foundation for  
Integrated Transport**



## Contents

List of Abbreviations	Page 3
About SRITC	Page 4
Introduction	Page 5
Scope of Project	Page 6
Methodology	Page 7
Stakeholder Engagement	Page 8
Snapshot of UK Water Transport Sector	Page 9
Key Findings	Page 13
Recommendations	Page 16
Conclusions & Next Steps	Page 17
Bibliography	Page 18

## Abbreviations

ATS	Active Travel Strategy	LNG	Liquefied Natural Gas	SECA	Sulphur Emission Control Area
AFC	Alternative Fuel Corridor	LTA	Local Transport Authority	SG	Scottish Government
CA	Combined Authorities in England	LTP	Local Transport Plan (England)	SHORE	UK Shipping Office for Reducing Emissions
CMAL	Caledonian Maritime Assets Ltd	MCA	Maritime and Coastguard Agency	SME	Small and Medium-sized Enterprise
CMDC	Clean Maritime Demonstration Competition	MGO	Marine Gas Oil	SPAS	Sea Passenger Statistics
CoS	Chamber of Shipping	NAO	National Audit Office	SRITC	Scottish Rural & Islands Transport Community
CPT	Confederation of Passenger Transport	NESTRANS	North East Scotland Transport Partnership	SSS	Short Sea Shipping
DfT	Department for Transport	NI	Northern Ireland	STB	Sub-national transport bodies (in England)
DPSSC	Domestic Passenger Ship Safety Code	NIFL	Northern Isles Ferry Link	STPR2	Strategic Transport Projects Review 2 (Scotland)
DTI	The Department for Infrastructure in Northern Ireland	NTS2	National Transport Strategy 2 (Scotland)	STS	Scottish Transport Statistics
EV	Electric Vehicle	OPS	Onshore Power Supply	TfL	Transport for London
ETS	UK Emissions Trading Scheme	ORR	Office of Rail and Road	TS	Transport Scotland
FOI	Freedom of Information	PMSC	Port Marine Safety Code	TTI	Travel Time Index
GDP	Gross Domestic Product	PSO	Public Service Obligation (transport)	TW	Transport for Wales
HGV	Heavy Goods Vehicle	PSVAR	Public Service Vehicle Accessibility Regulations	UKSPF	UK Shared Prosperity Fund
HVO	Hydrotreated Vegetable Oil	RET	Road Equivalent Tariff	V2G	Vehicle-to-Grid
IA	Impact Assessment	RoPax	Roll-on/Roll-off Passenger Ferry	VRDP	Vessel Replacement and Deployment Plan
ICIA	Island Communities Impact Assessment (Scotland)	RoRo	Roll-on/Roll-off Ferry	VTMS	Vessel Traffic Management System
ICP	Islands Connectivity Plan (Scotland)	RTPS	Regional Transport Partnerships (in Scotland)	WCML	West Coast Main Line
IMO	International Maritime Organization	RTP	Regional Transport Plan	WNMP	Welsh National Marine Plan
IMSC	International Safety Management Code	SCOTS	Society of Chief Officers of Transportation in Scotland	ZEVI	Zero Emissions Vessels & Infrastructure
FTE	Full-Time Equivalent	RTP	Regional Transport Plan		
LHA	Local Highways Authority	SCOTS	Society of Chief Officers of Transportation in Scotland		

## About SRITC

Established in 2017 and incorporated as a Community Interest Company (CIC) in 2021, the Scottish Rural and Island Transport Community (SRITC) has over 600 members across 19 countries.

SRITC’s mission is to create a space to share insights, collaborate, and support members in addressing rural and island transport and mobility challenges. We connect, support, and facilitate stakeholders from individuals to national bodies, shaping rural and island transport policy by contributing to Government consultations and parliamentary committees.

While our roots are firmly in Scotland, we collaborate with organisations from across the UK who share our mission and values. This includes those working to strengthen the communities across the UK whose future prosperity depends on the development of more affordable, accessible, resilient and sustainable water transport services.

## Our Vision

To create an environment where Scotland’s rural and island communities can equitably access affordable and sustainable transport services.

## Our Mission

To be the leading voice for transport stakeholders in Scotland’s rural and island communities, empowering them with the knowledge, capabilities and confidence to create positive outcomes on behalf of their residents and visitors.

## Leadership Team



**Jenny Milne**  
Founder



**Alex Reid**  
Director



**Ally McInroy**  
Director

## Project Team



Jenny Milne



Alex Reid



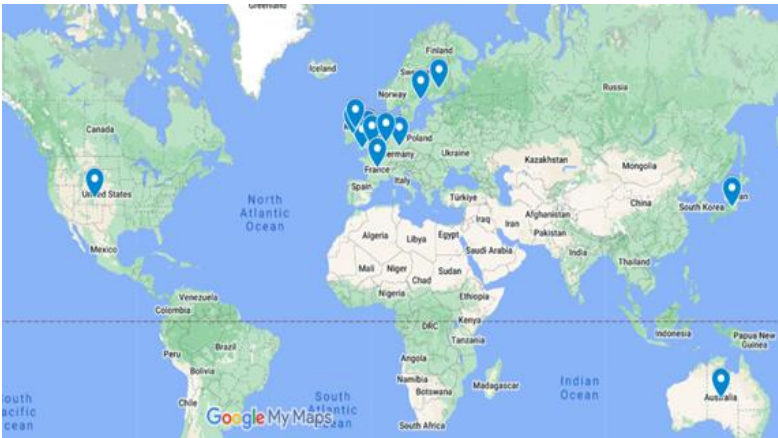
James Gleave



Nikki Brown

## Our Community

Our community consists of over 600 organisations and individuals from all corners of Scotland, the wider UK and NI, and internationally from the United States to Japan and Australia.



## Introduction

This is an interim report that synthesises the findings and recommendations from the first phase of research into the future of the UK Water Transport sector. This research was undertaken between June and October 2025 combining data analysis, literature and policy review, and direct insights from sector stakeholders including government officials, operators, consultants, community representatives and academic experts.

In its entirety, this project sets out to examine how the United Kingdom’s water transport sector—covering Short Sea Shipping (SSS) and Inland Water Way (IWW) ferry services can contribute more effectively to national goals for net-zero, social inclusion, regional connectivity and economic resilience.

## Why this Project is Important and Timely

Water transport plays a vital role in keeping the UK’s islands, estuaries and coastal regions connected. For millions of residents, ferry services are not optional, they are lifeline infrastructure, linking homes, schools, hospitals and workplaces. Yet decades of under-investment, fragmented governance, ageing vessels, and limited data transparency now threaten the sector’s reliability and public trust.

At the same time, the UK faces urgent challenges that the water transport sector can help address:

- **Decarbonisation:** shifting freight and passengers from road and air to sea in electrified vessels will reduce carbon emissions.
- **Regional inequality:** ferries sustain economic activity in areas that cannot easily be reached by road or rail.
- **Climate Adaption:** Investing in modern vessel and port infrastructure will help island, coastal, and communities located next to rivers, to adapt to a climate where storms and high and low tides are a regular feature.

## Objectives

Within the scope of the first phase of research were the following specific objectives:

- Map how ferry and water transport services are currently funded, operated, and regulated across the UK’s four nations.
- Identify the barriers that prevent these services from realising their full potential as a sustainable and inclusive mode of transport.
- Assess how public policy, funding, and innovation programmes align—or fail to align—with those barriers.
- Develop evidence-based recommendations to improve reliability, affordability, decarbonisation, and integration with other transport modes.

## Scope of Project

The research focused on domestic water transport:

- Ferry services operating within or between the UK's nations and islands.
- Ferry services operating between the UK mainland and Northern Ireland, Republic of Ireland, and mainland Europe (France, Spain and the Netherlands).
- River and estuary passenger services in metropolitan and rural areas.
- Associated port and harbour infrastructure supporting passenger and vehicle movements.

It does not cover long-haul international shipping or purely freight logistics except where these interact with domestic ferry operations.

Figures 1 and 2 provide an overview of the UK's major SSS and IWW ferry operators and the types of routes that they serve.

Noteworthy, is the clear delineation between operators in Scotland and the rest of UK. This project examines both publicly subsidised services that are predominantly operated within Scotland and privately owned operators who are largely based in England. In both cases there are exceptions that provide useful case studies on how geography isn't a barrier to success.

Across all categories, there are 115 operational routes ranging from sailings to small island piers on Scotland's west coast through to major international ports including Calais and Rotterdam. Their geographic diversity and the type of water that separate them present unique planning challenges for operators.

Figure 1 - UK Short Sea Shipping & Inland Water Way Ferry

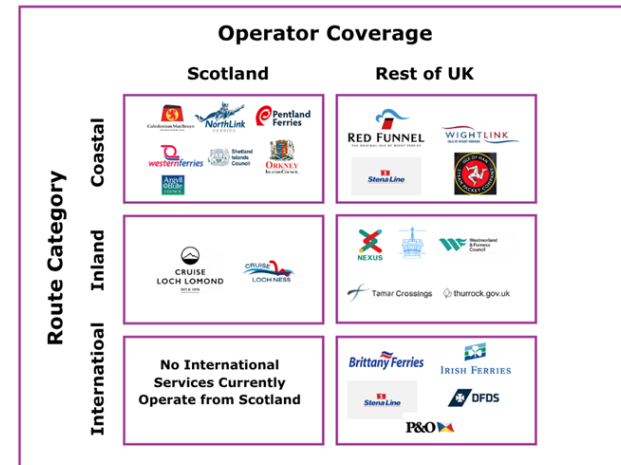


Figure 2 - Major UK Ferry Operator Route Network



## Methodology

The study applied a mixed-method approach combining quantitative data review and qualitative policy analysis (figure 3):

- **Policy review:** over 60 transport policy documents, statutory plans, and parliamentary reports were analysed to map current commitments and identify policy gaps.
- **Data synthesis:** publicly available national statistics, operator annual reports and replies to Freedom of Information (FOI) requests were collated to establish baseline metrics for passenger volumes, vessel fleets, fares and subsidy levels.
- **Stakeholder interviews and virtual roundtable:** participants from ferry operators, local authorities, community organisations, and academia contributed evidence on service delivery, funding models and community outcomes.
- **Comparative analysis:** policy and funding frameworks across England, Scotland, Wales and Northern Ireland were compared to highlight good practice and systemic weaknesses.
- **Thematic synthesis:** findings were structured around six cross-cutting themes—policy and governance, funding and subsidy, social value, decarbonisation and innovation, accessibility and modal integration.

**Figure 3 – Research Sources & Methodology**

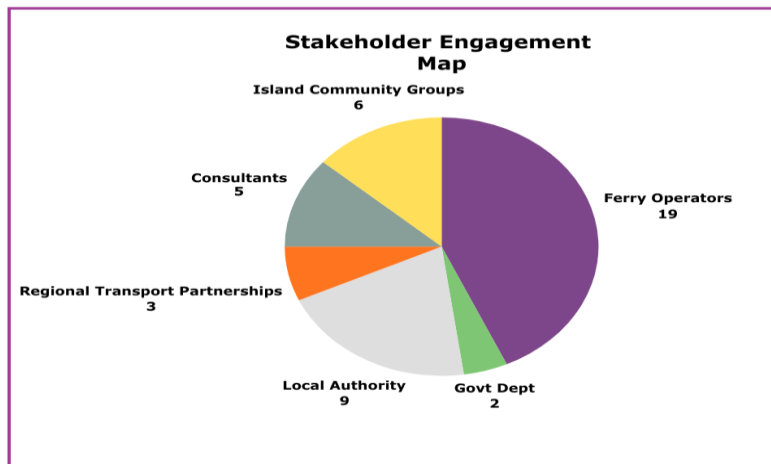
	Organisation	Literature Review	Interview	Roundtable
	UK Govt	●		
	Devolved Govts	●	●	
	Regional Transport Authorities	●		●
	Local Authorities	●	●	●
	Vessel Operators	●	●	●
	Port Operators	●		
	Trade Unions	●		
	Special Interest Groups	●	●	●
	Industry Bodies	●	●	●
	Consultants	●	●	●

## Stakeholder Engagement

Accurately establishing the current state of health of the SSS and IWW ferry services required engagement with stakeholders from across the ecosystem (figure 4). From national policy makers and operators down to local people living on our islands, we learned about the everyday challenges they face, the efforts they are making to solve them, and their ideas and expectations about the future of water transport.

Their willingness to support this research project speaks to a truth that in spite of differences in culture and opinions, they all share the common goal of developing a national network of accessible, affordable, resilient and sustainable ferry services that are fit for the future.

**Figure 4 – Stakeholder Engagement Profile**



## Snapshot of UK Water Transport Sector

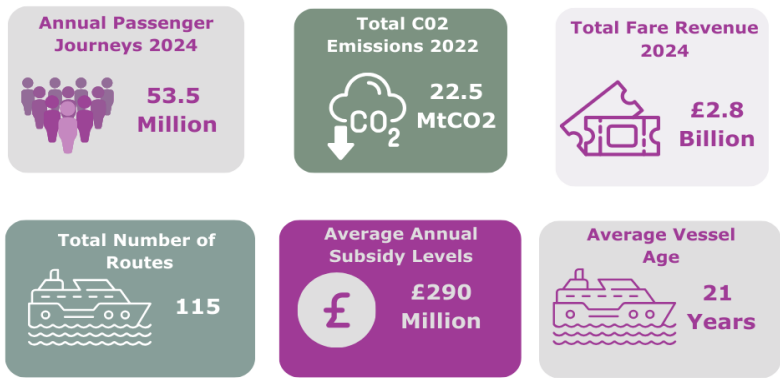
Responsibility for water transport services is devolved across the UK (figure 5). The decisions that the transport authorities in each of these devolved areas make with regards to how services are funded, who takes responsibility for operating them, whether competition on routes is permitted, and how service levels are maintained, determine the passenger experience.

**Figure 5– How UK Water Transport is Administered**

	Scotland	England	Wales	NI
<b>Policy Owner</b>	Transport Scotland	DfT	DfT	Dept for Infrastructure
<b>Regulator</b>	No	No	No	No
<b>Contract Award Body</b>	Transport Scotland, Councils	Councils	Councils	Dept for Infrastructure, Councils
<b>Subsidised</b>	Fully	Limited to Council operated services	Limited to Council operated service	Fully
<b>Private Financing</b>	No	Yes	Yes	No
<b>Operator Ownership</b>	Public	Private & Public	Private & Public	Public
<b>Vessel Owner</b>	Public	Public & Private	Public & Private	Public
<b>Port Owner</b>	Public & Private	Public & Private	Public & Private	Public & Private
<b>Fare Setting</b>	Transport Scotland	Private Operators & Councils	Private Operators & Councils	Dept for Infrastructure
<b>Competition</b>	No	Yes	Yes	Mo

# Snapshot of UK Water Transport Sector

**Figure 6– Profile of UK Water Transport Sector**



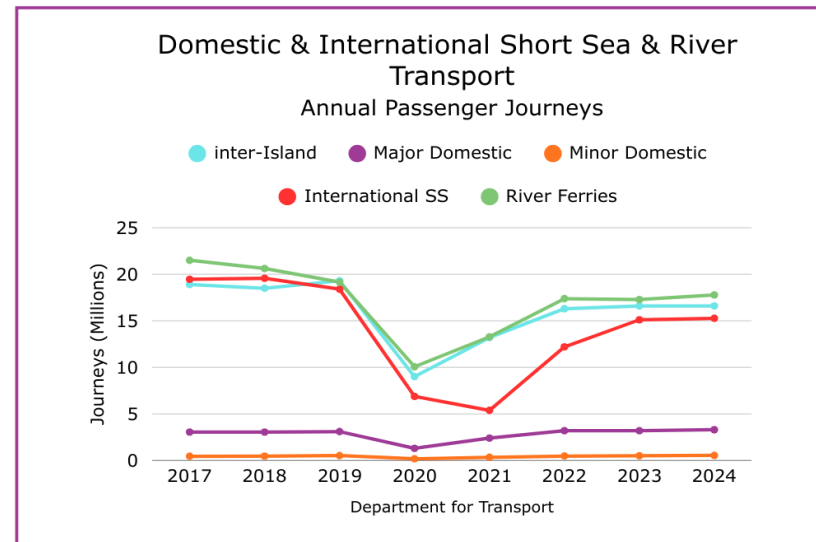
## Passenger Journeys

For many islanders, a ferry is the only way of accessing the mainland. As shown in figure 7, in 2024, 16.6 million (31%) of the 53.5 million domestic and international journeys made were inter-island, evenly split between the Isle of Wight and all Scottish routes. Remaining within the UK, journeys to Northern Ireland and the Isle of Man accounted for 3.2 million journeys (6.5%), and travel across rivers (0.3%).

International trips to France, Spain, Germany and the Netherlands accounted for 15 million ferry journeys (28% of total) in the same year which compares to 73 million journeys made by plane and 18 million by train from the UK to these countries in 2023.

Looking forward, we can expect to see a continued year on year decline in international ferry journeys, partially offset by small increases in domestic inter-island travel led by demand from tourists travelling to Scotland’s islands where the Road Equivalent Tariff (RET) funded by the Scottish Government has significantly reduced vehicle fares.

**Figure 7– Annual ISS & IWW Passenger Journeys**

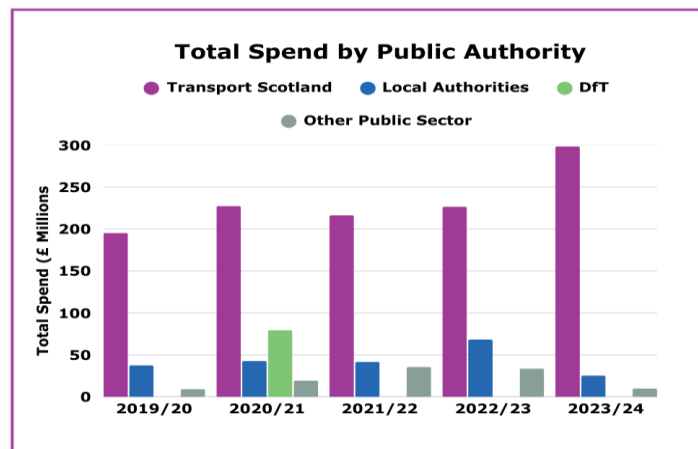


## Snapshot of UK Water Transport Sector

### Public Spending

Over the past five years, UK wide public funding in the form of subsidies for ferries has grown materially, with a pandemic-era spike and a further step-up by 2023/24 with the total now close to £300 million per annum (figure 8). The Scottish Government's role is decisive: it is the single largest financier of ferry services in the UK for both revenue and capital, accounting for almost 90% of the total. Local authorities and combined authorities also play a visible part, operating lifeline services that connect communities separated by rivers, lochs and peninsulas.

**Figure 8– Total Capital Revenue Spend by Public Authority**



### Fare Revenues

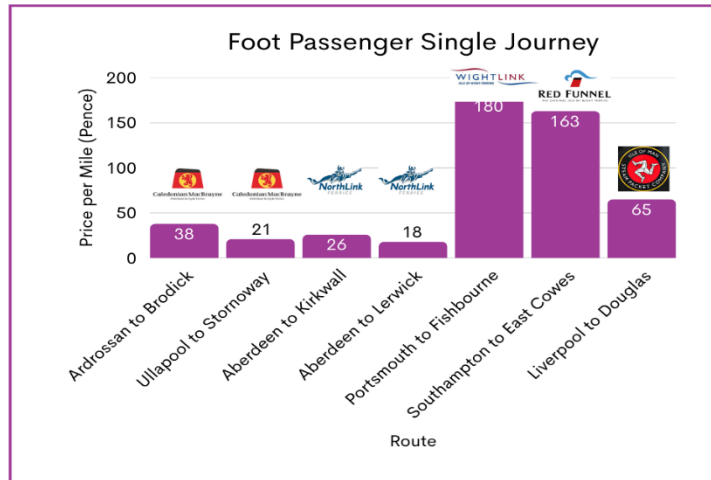
There are important differences in the level of annual fare box revenue that publicly and privately owned operators can generate. Where operations are state funded, there are strict controls in place to ensure that as a public service, journeys are affordable to everyone. This is most visible in Scotland where subsidies account for 50% of CalMac's total annual revenues of £296 million (2024), and the Road Equivalent Tariff (RET) alone is estimated to cost £25 million in lost vehicle fare revenues each year.

In England where most domestic and international routes are privately operated, the picture is markedly different. Similar to air and rail travel, fares can be dynamically adjusted based on levels of demand. More pointedly, driven by a focus on short-term profit, private equity (PE) firms can lever significant debt onto the ferry companies and seek to resell at a profit, leading to fare revenue being siphoned to debt payments and dividends instead of reinvested in vessel replacements and service improvements.

Analysis of a sample of domestic routes from across the UK highlights the impact that subsidies have on fares. As outlined in figure 9, on a pence per mile basis, foot passengers travelling on heavily subsidised routes in Scotland pay significantly less than journeys to the Isle of Wight on privately operated Red Funnel or Wightlink ferries.

## Snapshot of UK Water Transport Sector

Figure 9 – Sample Pence Per Mile Fares



By comparing the price per mile of subsidised and unsubsidised routes, the full impact on travel costs comes to light. A journey of similar length (12 miles) to the Isle of Arran and the Isle of Wight provides a useful benchmark with the former costing 38 pence, and the latter between £1.63 and £1.80 per mile. While subsidies can explain part of this discrepancy, profit maximisation cannot be ignored.

### Routes

On an annual basis there is very little change in the total number of operational UK SSS and IWW routes. Of the 115 routes identified through our research, close to 50 can confidently be described as lifeline services, most of which are located in Scotland. Where a route becomes un-operational for weeks or months due to mechanical issues with the ferry or the removal of public funds, there is a significant economic and social impact on local communities.

Changing weather patterns are also effecting the number of sailings that can be successfully completed on SSS and IWW routes. While the weather has always disrupted sailings, operators are increasingly cautious of sailing if gusting winds are likely to compromise the ability of vessels to safely reach their destination. When services are cancelled at short notice, this is more than an inconvenience for passengers, especially those who have travelled far from home and need to book alternative overnight accommodation.

Our research reveals that there is no standard framework or methodologies for measuring on a route-by-route basis, the economic, social and environmental costs/benefits that ferries create. Absence of such, means the ability of communities to effectively push back on funders and operators responsible for the services that are temporarily or permanently withdrawn is constrained.

## Snapshot of UK Water Transport Sector

### Vessels

The ferry fleets operating on the UK's SSS and IWW routes are among the oldest in northern Europe. Across the domestic networks of Scotland, England, Wales and Northern Ireland, more than half of all vessels are over 20 years old, and a significant proportion are beyond 30 years, approaching or exceeding their designed operational life (figure 10).

On some Scottish island routes, boats over 35–40 years old remain in daily service. This ageing profile has direct implications for reliability, resilience, operating costs and the transition to cleaner propulsion technologies.

International short-sea operators serving UK ports, such as Stena Line, DFDS and P&O Ferries, tend to run younger, larger and more technologically advanced fleets, with typical ages in the 10–20-year range. These vessels generally undergo more frequent refurbishment cycles and are more likely to incorporate hybrid propulsion, shore-power capability or exhaust-cleaning systems.

### Decarbonisation

While the UK SSS and IWW ferry operators have made some progress in reducing carbon emissions, the overall pace of change has been slow, uneven and insufficient to meet future targets. The sector began the decade heavily reliant on marine gas oil and low-sulphur diesel, and while cleaner fuels, hybridisation and energy-efficiency upgrades have appeared, widespread adoption has not yet materialised.

Figure 10 – Vessel Age Profile by Operator



Most UK domestic ferries remain conventional diesel-powered vessels, many of them decades old and poorly suited to low-carbon retrofits. Limited electrical capacity at ports, the high capital cost of new propulsion systems and long-standing delays in vessel replacement programmes have slowed progress.

Without accelerated investment in zero-emission vessels and port power infrastructure, the sector risks falling behind regulatory expectations and missing a key opportunity to contribute fully to national decarbonisation goals.

## Key Findings

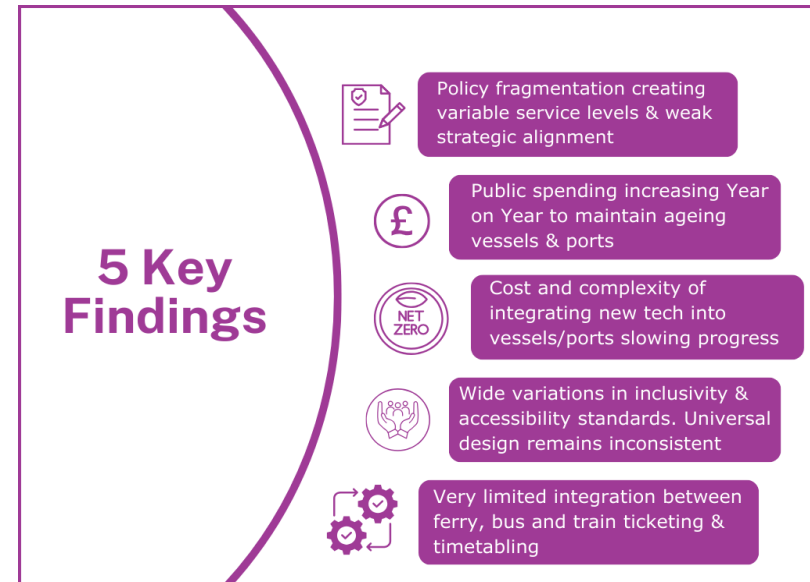
As summarised in figure 11, our key findings show that responsibilities for policy, regulation, subsidy, and operation are fragmented, split between multiple departments and levels of government, leading to inconsistency and duplication. Meanwhile, a lack of nationally agreed standards of reporting and methods on passenger and vehicle numbers, operational costs, and emissions levels hinder benchmarking and accountability.

As operators step forward with their decarbonisation plans, turning steps into strides is impeded by the high upfront costs for new propulsion technologies, limited grid capacity at ports, uncertainty about fuel standards, and the upskilling, recruitment and retention of workers.

Outside of a few notable exceptions, there are limited levels of physical and digital integration between ferry, train and bus operators.

Vehicle drivers take priority over foot, cycle and wheelchair users who frequently have to buy multiple tickets and place their faith in services connecting with each other at the right time and place. For those with disabilities, access to terminals and boarding ferries is too often a demoralising experience in no small part due to the age and poor design of supporting infrastructure.

Figure 11 – Key Findings



## Key Findings

### Policy and Governance

- Only Scotland embeds ferry connectivity in statutory law via the Islands (Scotland) Act 2018; other UK nations rely on policy statements and discretionary funding.
- Policy fragmentation leads to variable service standards and weak alignment between national decarbonisation goals and regional transport planning.
- A UK-wide Ferries Data and Performance Framework is needed to standardise reporting on reliability, costs, and emissions.

### Decarbonisation

- The UK SHORE, CMDC and ZEVI programmes are driving vessel and port innovation, representing over £400 million of public-private co-investment.
- Short, high-frequency routes are prime candidates for electrification; early adopters include Orkney, the Tyne, and Portsmouth.
- Larger ferries require hybrid or alternative fuels such as hydrogen, methanol, or ammonia, demanding co-ordinated fuel and port infrastructure planning.

### Funding and Investment

- Annual UK public support for ferry operations exceeds £250 million, but capital funding for vessel renewal has lagged, causing escalating maintenance costs.
- Evidence from Audit Scotland shows operating subsidies on lifeline routes averaging £30–£35 per passenger.
- Multi-year investment frameworks and outcome-based funding models would improve efficiency and transparency.

### Inclusion and Accessibility

- Ferry terminals and vessels vary widely in accessibility standards; universal design remains inconsistent. This is partly a reflection of the age of many vessels that were built decades ago when accessibility wasn't treated as a design priority.
- Disabled passengers are often asked to board ferries using unsuitable gangways or via the vehicle deck. Faulty lifts can take days or longer to repair, especially in older vessels.
- Free or discounted travel schemes (e.g., under-22 concessions in Scotland) enhance social inclusion and could be replicated elsewhere.
- Accessibility should be embedded in capital grant criteria for new vessels and terminals.

## Key Findings

### Performance Reporting

- **Well reported** - Across all four nations, led by the DfT, there is consistent and reliable reporting on subsidy and annual passenger numbers, and in Scotland, this data is presented on a route-by-route basis.
- **Partially reported** - Freight tonnage is partially reported through port statistics and segmented by accompanied and unaccompanied journeys. So, to performance against service levels but only consistently for state-run services.
- **Poorly reported** - There are significant gaps in the reporting at an aggregated UK wide level on the number and type of passenger and commercial vehicles carried by operators.

### Integration with Wider Public Transport Network

- Integration success depends on aligning timetables, co-locating transport hubs, and offering through-ticketing.
- Across the UK, only a small number of ferry terminals are within a short walk of a train station or platform. This impedes the Scottish Government's mission to increase levels of car-free active travel.
- There are good levels of integration between CalMac and ScotRail largely because they are both state owned and operated. So too the Shields Ferry's linkage with the Tyne & Wear Metro, and the Cardiff Bay waterbus with city rail and bus networks.
- National digital platforms could enable multimodal trip-planning and ticketing across ferries, rail and bus.

### Social Value and Community Benefits

- Ferries are essential to sustaining population, education, and healthcare access in island and coastal communities.
- Social and community values are rarely measured in procurement or performance reporting despite being central to public outcomes.
- Integrating social-value metrics (employment, inclusion, wellbeing) into contract evaluation would align spending with national wellbeing objectives.

## Recommendations

Addressing the issues identified across the UK's short sea shipping and inland waterway transport networks requires co-ordinated action from governments, operators, infrastructure owners and communities. The evidence shows that fragmented governance, ageing fleets, inconsistent investment, limited data transparency and slow progress on decarbonisation are holding the sector back from delivering the reliable, inclusive and low-carbon services that island and coastal communities depend on. Community and passenger interests should sit at the heart of planning and evaluation, ensuring social value and equity are embedded in decision-making. Taken together, the recommendations that follow, outline a practical pathway to build a water-transport system that is reliable, affordable, environmentally responsible and strategically aligned with the UK's wider transport and net-zero goals.

### Policy & Governance

Establish a UK Ferries and Water Transport Forum to co-ordinate policy, data standards, and best practice across all nations.

### Funding

Move from annual allocations to multi-year or multi-decade contracts for vessel and port replacement, tied to performance outcomes. This mirroring models deployed in Scotland, Norway and Canada and enabling operators to make long term investment planning decisions.

### Ownership Models

To address the systematic risks associated with vessels and services that are fully publicly or privately owned, undertake a detailed study to evaluate the merits of hybrid models that include elements of community ownership.

### Net Zero

Prioritise electrification of short-distance, high-frequency routes by 2030; integrate port power upgrades into local energy planning.

### Innovation

Continue and expand UK SHORE, CMDC, and ZEVI funding; ensure at least one "green ferry corridor" in each UK nation by 2030.

### Accessibility

Adopt universal design standards for new vessels and terminals; audit existing facilities and develop an accessibility improvement plan.

### Integrated Travel

Support through-ticketing, shared journey-planning platforms, and co-location of ferry, rail, and bus services within regional transport partnerships.

### Social Value

Embed community and wellbeing metrics in ferry tender evaluation and reporting frameworks.

## Conclusions and Next Steps

### Interim Conclusions

The UK's water transport network is both a national asset and a fragile system. It connects over 37 million passengers a year, underpins island and coastal economies, and offers one of the most immediate pathways to decarbonising domestic transport. It's for these reason that across all of the stakeholders that we consulted with, there was universal agreement that water transport should be recognised as a strategic national asset.

However, fragmented governance, ageing infrastructure, and inconsistent investment mean many services operate below potential. The initial findings of this project show that targeted reform—anchored in fairness, transparency, and innovation—can transform the sector into a resilient, low-carbon, and inclusive component of the UK's transport system.

Delivering that transformation will require sustained collaboration between governments, operators, communities and industry. The frameworks now exist; the urgency lies in implementation.

### Next Steps

The research completed in the initial phase of this project confirms that while there has been no shortage of policies, strategic reviews and consultations, there remains a lack of integrated planning across all four nations about how to fix the systemic challenges facing the water transport sector. For this project to yield meaningful outcomes, it must by its conclusion in spring 2026, present an agreed set of meaningful and actionable recommendations that can be adopted by government.

Most immediately, we request your feedback on the findings and recommendations presented in this interim report. Exactly what we do in the final stage of the project will be directed from what we learn through this feedback. There are a several thematic areas that could merit deeper investigation and discussion and perhaps leading beyond this project to the formation of specific working groups sponsored by the DfT and the devolved governments.

- **Connectivity and Equity:** To help politicians better appreciate the lifeline nature of ferry services, explore the value of developing a GIS based map that overlays all of the coastal and inland routes that they serve with key socio-economic and transport data sets.
- **Social Value and Accessibility:** This addresses the work needed to help operators and local authorities develop best practices to quantify the social value that water transport services generate for local communities.
- **Strategic Communications:** To position water transport as a strategic national asset, develop integrated communication strategies that increase awareness of its value, and strengthen engagement with key stakeholder groups including politicians and the media.
- **Performance Reporting:** Development of a UK wide living performance dashboard that provides the public with consistent, timely and trustworthy data that includes cancellations and delays, and actual versus booked number of vehicles carried.

## Bibliography

<b>Title</b>	<b>Author</b>	<b>Publication Year</b>	<b>Source</b>
Scottish Ferry Services: Ferries Plan (2013-2022)	Scottish Government	2012	<a href="https://timeline.hie.co.uk/media/ph5brldr/transport-scottish-ferries-plan-2013-2022.pdf">https://timeline.hie.co.uk/media/ph5brldr/transport-scottish-ferries-plan-2013-2022.pdf</a>
Comparing the efficiency of public and private ferry services on the Pentland Firth between mainland Scotland and the Orkney Islands	Dr Alf Baird	2012	<a href="https://www.sciencedirect.com/science/article/abs/pii/S2210539512000107">https://www.sciencedirect.com/science/article/abs/pii/S2210539512000107</a>
Analysis of CO2 emissions for island ferry services	Dr Alf Baird	2013	<a href="https://www.sciencedirect.com/science/article/abs/pii/S0966692313001610">https://www.sciencedirect.com/science/article/abs/pii/S0966692313001610</a>
Review of Strangford Lough Ferry Service Provision	Department for Infrastructure Northern Ireland	2016	<a href="https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/DFI%202024-0412%20-%20Attachment.PDF">https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/DFI%202024-0412%20-%20Attachment.PDF</a>
Evidence Based Assessment of Cross-Solent Ferry Operations	A-To-There Solutions	2017	<a href="https://democracy.hants.gov.uk/documents/s6854/Appendix%202.pdf">https://democracy.hants.gov.uk/documents/s6854/Appendix%202.pdf</a>
Improving Accessibility at Ferry Terminals	Mobility and Access Committee for Scotland	2018	<a href="https://www.transport.gov.scot/media/41917/mac-s-letter-improving-accessibility-at-ferry-terminals-27-march-2018.pdf">https://www.transport.gov.scot/media/41917/mac-s-letter-improving-accessibility-at-ferry-terminals-27-march-2018.pdf</a>
Transport Infrastructure for our global future - A Study of England's Port Connectivity	Department for Transport	2018	<a href="https://assets.publishing.service.gov.uk/media/5b0530fc40f0b61f5d421438/transport-infrastructure-global-future-a-study-england-port-connectivity.pdf">https://assets.publishing.service.gov.uk/media/5b0530fc40f0b61f5d421438/transport-infrastructure-global-future-a-study-england-port-connectivity.pdf</a>

Islands (Scotland) Act 2018	Scottish Government	2018	<a href="https://www.legislation.gov.uk/asp/2018/12">https://www.legislation.gov.uk/asp/2018/12</a>
Clean Maritime Plan	Department for Transport	2019	<a href="https://assets.publishing.service.gov.uk/media/5d24a96fe5274a2f9d175693/clean-maritime-plan.pdf">https://assets.publishing.service.gov.uk/media/5d24a96fe5274a2f9d175693/clean-maritime-plan.pdf</a>
Inquiry into the construction and procurement of ferry vessels in Scotland - Submission from Alf Baird	Dr Alf Baird	2020	
Inquiry into the construction and procurement of ferry vessels in Scotland - Submission from Mull and Iona Ferry Committee	Mull and Iona Ferry Committee	2020	
Isle of Mull ferry replacement	Mull and Iona Ferry Committee	2021	<a href="https://mullandionaferrycommittee.org/replacing-the-mv-isle-of-mull/">https://mullandionaferrycommittee.org/replacing-the-mv-isle-of-mull/</a>
New Windermere Ferry - Phase 1 Feasibility Study Report	Vectis Martine Design on Behalf of Westmorland & Furness Council	2021	<a href="https://legacy.westmorlandandfurness.gov.uk/elibrary/Content/Internet/536/6181/44929144952.pdf">https://legacy.westmorlandandfurness.gov.uk/elibrary/Content/Internet/536/6181/44929144952.pdf</a>
Craignure -Oban Ferry Service Specification of User Requirements	Mull and Iona Ferry Committee	2021	<a href="https://mullandionaferrycommittee.org/replacing-the-mv-isle-of-mull/">https://mullandionaferrycommittee.org/replacing-the-mv-isle-of-mull/</a>
Cutting the loss: International benchmarking of a sustainable ferry business model	Ka Ho Tsoi; Becky P.Y. Loo	2021	<a href="https://www.sciencedirect.com/science/article/abs/pii/S0965856421000070">https://www.sciencedirect.com/science/article/abs/pii/S0965856421000070</a>
Supporting Welsh ferry ports (5 point plan)	Welsh Government	2021	<a href="https://www.gov.wales/supporting-welsh-ferry-ports-5-point-plan-html">https://www.gov.wales/supporting-welsh-ferry-ports-5-point-plan-html</a>

Shore-based or live-aboard crewing? A response to “Crewing on CalMac Vessels” by CalMac Ferries Ltd	Mull and Iona Ferry Committee	2022	<a href="https://mullandionaferrycommittee.org/replacing-the-mv-isle-of-mull/">https://mullandionaferrycommittee.org/replacing-the-mv-isle-of-mull/</a>
Passenger rights when travelling by sea and inland waterways	Maritime and Coastguard Agency	2022	<a href="https://www.gov.uk/government/publications/passenger-rights-when-travelling-by-sea-and-inland-waterways/passenger-rights-when-travelling-by-sea-and-inland-waterways">https://www.gov.uk/government/publications/passenger-rights-when-travelling-by-sea-and-inland-waterways/passenger-rights-when-travelling-by-sea-and-inland-waterways</a>
Project-neptune-part-2-strategic-framework-of-options-for-chfs-network	Transport Scotland	2022	<a href="https://www.transport.gov.scot/media/52025/project-neptune-part-2-strategic-framework-of-options-for-chfs-network.pdf">https://www.transport.gov.scot/media/52025/project-neptune-part-2-strategic-framework-of-options-for-chfs-network.pdf</a>
2023 IMO Strategy on Reduction of GHG Emissions from Ships	International Maritime Organization	2023	<a href="https://wwwcdn.imo.org/localresources/en/OurWork/Environment/Documents/annex/MEPC%2080/Annex%2015.pdf">https://wwwcdn.imo.org/localresources/en/OurWork/Environment/Documents/annex/MEPC%2080/Annex%2015.pdf</a>
Orkney Isle Local-transport-strategy - 2022-2042	Orkney Islands Council	2023	<a href="https://www.orkney.gov.uk/media/hafpm3jx/item-8-local-transport-strategy.pdf">https://www.orkney.gov.uk/media/hafpm3jx/item-8-local-transport-strategy.pdf</a>
Maritime 2050	UK Parliament	2023	<a href="https://committees.parliament.uk/publications/34426/documents/189604/default/">https://committees.parliament.uk/publications/34426/documents/189604/default/</a>
Strategic Investment Plan - Summary Document	Transport for the South East	2023	<a href="https://transportforthesoutheast.org.uk/app/uploads/2023/07/Summary_Document_SIP_v10.pdf">https://transportforthesoutheast.org.uk/app/uploads/2023/07/Summary_Document_SIP_v10.pdf</a>
Analysis of responses to the public consultation for the next Clyde and Hebrides Ferry Services Contract - Analysis report	Transport Scotland	2024	<a href="https://www.transport.gov.scot/media/sgkhkmla/analysis-of-responses-to-the-public-consultation-for-the-next-clyde-and-hebrides-ferry-services-contract-summary-findings.pdf">https://www.transport.gov.scot/media/sgkhkmla/analysis-of-responses-to-the-public-consultation-for-the-next-clyde-and-hebrides-ferry-services-contract-summary-findings.pdf</a>

Future of the Gravesend to Tilbury Ferry Consultation	Lake Market Research on Behalf of Kent Council	2024	<a href="https://democracy.kent.gov.uk/documents/s123845/Kent+County+Council+Gravesend+to+Tilbury+Ferry+Consultation.pdf">https://democracy.kent.gov.uk/documents/s123845/Kent+County+Council+Gravesend+to+Tilbury+Ferry+Consultation.pdf</a>
Delivering Better Ferry Services for the Isle of Wight	Bob Seely MP	2024	<a href="https://members.parliament.uk/member/4681/career">https://members.parliament.uk/member/4681/career</a>
Wightlink Users Accessibility report	WightLink Users Group	2024	<a href="https://www.stug.org.uk/accessibility-report/">https://www.stug.org.uk/accessibility-report/</a>
Report on Impact of Ferry Travel on Young People	WightLink Users Group	2024	<a href="https://www.stug.org.uk/report-on-impact-of-ferry-travel-on-young-people-2/">https://www.stug.org.uk/report-on-impact-of-ferry-travel-on-young-people-2/</a>
Why is essential Isle of Wight ferry travel so expensive?	WightLink Users Group	2024	<a href="https://www.stug.org.uk/wug-report-why-is-iow-ferry-travel-so-expensive-oct2024/">https://www.stug.org.uk/wug-report-why-is-iow-ferry-travel-so-expensive-oct2024/</a>
National Islands Plan Annual Report	Scottish Government	2024	<a href="https://www.gov.scot/binaries/content/documents/govscot/publications/progress-report/2025/03/national-islands-plan-annual-report-2024/documents/national-islands-plan-annual-report-2024/national-islands-plan-annual-report-2024/govscot%3Adocument/national-islands-plan-annual-report-2024.pdf">https://www.gov.scot/binaries/content/documents/govscot/publications/progress-report/2025/03/national-islands-plan-annual-report-2024/documents/national-islands-plan-annual-report-2024/national-islands-plan-annual-report-2024/govscot%3Adocument/national-islands-plan-annual-report-2024.pdf</a>
UK's Shipping Route to Decarbonisation	UK Chamber of Shipping	2024	<a href="https://www.ukchamberofshipping.com/sites/default/files/2024-11/UKCoS%20DecarbTimeline%20AW2%20DIGITAL%20150dpi.pdf">https://www.ukchamberofshipping.com/sites/default/files/2024-11/UKCoS%20DecarbTimeline%20AW2%20DIGITAL%20150dpi.pdf</a>
Decarbonising smaller vessels - Call for Evidence	Department for Transport	2025	<a href="https://www.gov.uk/government/calls-for-evidence/decarbonising-smaller-vessels/decarbonising-smaller-vessels">https://www.gov.uk/government/calls-for-evidence/decarbonising-smaller-vessels/decarbonising-smaller-vessels</a>
Maritime Decarbonisation Strategy	Department for Transport	2025	<a href="https://assets.publishing.service.gov.uk/media/67f4dcb3c2fea2548f4eff64/dft-maritime-decarb-strategy-25.pdf">https://assets.publishing.service.gov.uk/media/67f4dcb3c2fea2548f4eff64/dft-maritime-decarb-strategy-25.pdf</a>
Net Zero Ports Call for Evidence	Department for Transport	2025	<a href="https://assets.publishing.service.gov.uk/media/67f67f6832b0da5c2a09e255/dft-net-zero-ports-cfe.pdf">https://assets.publishing.service.gov.uk/media/67f67f6832b0da5c2a09e255/dft-net-zero-ports-cfe.pdf</a>

Isle of Wight Local Transport Plan - Committee Report	Isle of Wight Council	2025	<a href="https://iow.moderngov.co.uk/documents/s18804/Item+5a+-+Island+Transport+Plan+4+Report+-+Final.pdf">https://iow.moderngov.co.uk/documents/s18804/Item+5a+-+Island+Transport+Plan+4+Report+-+Final.pdf</a>
Ports of the future: AI-powered maritime innovation for decarbonising ports and vessel routes	Dr. Arijit De, Prof Yu-Wang Chen, Richard Allmendinger, Manchester University	2025	<a href="https://blog.policy.manchester.ac.uk/posts/2025/07/ports-of-the-future-ai-powered-maritime-innovation-for-decarbonising-ports-and-vessel-routes/">https://blog.policy.manchester.ac.uk/posts/2025/07/ports-of-the-future-ai-powered-maritime-innovation-for-decarbonising-ports-and-vessel-routes/</a>
North East Local Transport Plan: Delivering Green Transport (2025)	North East Combined Authority	2025	<a href="https://www.northeast-ca.gov.uk/how-we-work/transport/transport-plan">https://www.northeast-ca.gov.uk/how-we-work/transport/transport-plan</a>



**TheScottish**  
Rural & Islands  
Transport Community  
A Community Interest Company

## Contact SRITC



[sritc@ruralmobility.scot](mailto:sritc@ruralmobility.scot)



[www.ruralmobility.scot](http://www.ruralmobility.scot)