

**Islay Community Council Meeting
Minutes
Service Point, Bowmore – 16th April 2026 at 18:30**

Item		Action
1	<p>Present & Apologies</p> <p>Present: Islay McEachern (IME), Convenor Jim Porteous (JP), Secretary Richard Mansbridge (RM) Tom Skinner (TS) Chris Abell (CA) Sandy Taylor (ST) Councillor Anne Horn (AH) Councillor Alastair Redman (AR) Video Link Frazer Campbell (FWC), Joint Treasurer Colin Fraser (CF), Joint Treasurer Alyson MacGillivray (AMG) PC Amy McLellan – Police Scotland Lucy Schwind (LS) Minute Taker</p> <p>Apologies/Absent: Councillor Dougie McFadzean (DMF) Jim MacCalman (JMC) Garry MacLean (GML), Vice Convenor Scott Currie (SC)</p> <p>Members of the public: Greig Morrison Tommy Rungay Jean Knowles</p> <p>Guest Speakers: Deborah Bryce – Machair Wind Kiera Wilson – Machair Wind Ellen Kane – Machair Wind Mark Rinkus - Connected Transport Planning. Colin Young – Argyll & Bute Council</p>	
2	<p>Declarations of Interest None</p>	
3	<p>Minutes of the previous meeting 18th March 2026 The minutes were proposed as a true record of the meeting by FC and seconded by RM.</p>	
4	<p>Matters Arising/Action Points</p> <p>Waste Bin at Uiskentuie: DMF – requested this stay as an action until the bin is back in situ. He has been promised a weekly update from A&B Council. (June) <i>March Update: This is very sensitive because of the new fencing which has been installed. JP proposed that the council consider positioning the waste bin in the cross houses area as an accessible alternative. DMF to will ask the question.</i> <i>April Update: Carried forward to next meeting</i></p> <p>Islay Community Action Plan (ICAP): GML to complete statistical analysis graphs/charts. Meeting to be held after this <i>February Update: GML unable to attend the meeting, action carried forward.</i> <i>March Update: No update from GML, action carried forward</i> <i>April Update: AMG is working on this but needs update from GML – action carried forward. AMG to provide a timescale.</i></p> <p>AOCB: Mobile Library on Islay (December 2025) <i>March Update: AH unable to attend the meeting. Action carried forward. DMF believes the post is still vacant, but the vehicle is also end of life.</i> <i>April Update: No update at this meeting. AH will take this forward. AR will support.</i></p> <p><i>Beach Cleaning (September 2025):</i></p>	<p>DMF</p> <p>GML AMG</p> <p>AH/ AR</p>

	<p><i>April Update: No update on this. FC noted that there was a beach cleaning operation taken up by a cruise ship recently. AH will chase up regarding the community service.</i></p> <p>Solar Powered Signage: <i>April Update: IME: Solar Power signage – 50% funding already confirmed. The plan is to get 3 x signs installed in Kiells, Ballygrant and one other area. Try and get the application in before the next council meeting. IME can arrange installation as they are approved by the council. Once complete, it is possible they can then look at one in Port Ellen – ST to approach Diageo/Elixer/LVMH again for funding support.</i></p> <p>Correspondence: Loganair Action: <i>March Update: JP been in touch with the director of Loganair who would like to liaise with ICC. JP to follow up for a meeting date.</i> <i>April Update: Has not had a response from Loganair after 2 emails and also not received stats that were requested. Further communication necessary with Loganair.</i></p>	<p>AH</p> <p>ST</p> <p>JP</p>
5	<p>Police Report</p> <p>PC Amy McLellan provided an update to the committee.</p> <p>There were 24 calls last month and 4 crimes. 1 x seizure of Class B drugs. Road traffic – 2 x driving with no MOT and 1 x drink driving 17 old male – failed roadside breath test 1 x disqualified driver who was still driving</p> <p>No other crimes of violence or public protection calls.</p> <p>999 Easter Breakfast – community event at Islay Airport which was well attended.</p> <p>Body worn cameras have been issued and as of 21st April these will come into effect Motorcycle Safety Campaign ongoing Informed the committee that they have noticed a rise in the theft of fuel from oil tanks throughout Scotland – so urging members of the public to take extra precautions.</p> <p>FC has heard some concerns/suspicious of fuel being taken</p> <p>There will be a new sergeant starting at the beginning of May and another officer starting at the end of May. Has re-iterated several times that there will need to be additional policing during Feis week.</p> <p>Will chase up the questionnaire from Matt that should have been sent after the last meeting.</p>	
6	<p>Scottish Power – Machair Wind Offshore Windfarm Update</p> <p>An update was provided by Deborah Bryce, Kiera Wilson and Ellen Kane, copies of the PowerPoint slides will be provided to ICC.</p> <p>Kiera Wilson – Project Lead The wind farm area has been further refined after consultation with the public, community councils etc. This will form part of the planning application. The footprint has been reduced by 40%.</p> <p>The wind turbines will have fixed foundations (rather than floating technology), a 2GW capacity, cover a 448 KM² area, will be 48-meter average depth and will consist of between 91 to 144 turbines.</p> <p>The team are now preparing the consent application for the wind farm area which will be submitted mid-May. Last summer they completed a 2nd geophysical survey over</p>	

the area. They also continue to engage with stakeholders including the Marine Directorate, RSPB, Nature Scotland, Argyll & Bute Council to develop the environmental impact assessment.

They are working with 4 businesses in the Argyll region to enable them to be fit for the offshore programme and aim to help more companies get into a position where they can support the offshore wind market.

TS: How long is the planning process going to take? Kiera: There are no statutory timescales, within a year but it can take longer.

Deborah Bryce - Community Engagement.

To date there have been 16 public consultations across 5 islands. There were 8 events during summer 2025 and in October 2025. A total of 272 people attended these events, and 168 feedback responses were received. Key learning from these events includes support for renewable energy, concerns around the visual impact, interest in local port usage, community funding and socio-economic impact.

A small donations fund was piloted in 2025. This is a small pot of £10k, where community groups could apply for up to £500. 21 applications were received across the 5 islands. 7 were successful from Islay, these were: Sidekick, Islay Connections, Islay First Responders, Islay Natural History Trust, Swimming Club Islay, Islay Dogs, Port Charlotte Pre 5 Unit.

Ellen Kane

Ellen provided an overview of the socio-economic assessment plan which was developed as a response to FAQs. The action plan has been created and will be made public via their website in early June.

Outcomes include the following commitments:

- Establishment of a community benefit fund for the project operational phase – anticipated to be 2033
- Supporting a minimum of 5 apprentices or work placements during the construction phase (could be more). They will need to liaise with local educators to identify and support interested candidates.
- For Tier 1 contractors they will look to identify, engage and make opportunities available in the A&B area
- Allocation of at least £500k towards supporting capability and capacity in A&B area – e.g. investing in innovative technology, upskilling the workforce

AR: There are lucrative fishing grounds in this area, what assurances are there that they are talking to local fishermen about the impact? Ellen: A Fisheries Liaison Officer has been in place throughout the project. Ellen and Kiera have been visible and talking to fishing teams and have acted on feedback and surveys. They have been invited to attend the 'navigation risk assessment workshop'.

AR: Concerns for local businesses in general and the impact on scenery and therefore on tourism. He wants the developers to be aware of this and make recompense where possible. Ellen: This is a concern that has been raised when they have been liaising with communities which is why they have built the assessment of tourism impact into their impact assessment. Additional measurements are in place to ensure this can be thoroughly assessed. Have had one to one discussions with businesses and invitations to the consultation have gone to every house/business on Islay to enable everyone to have their say.

	<p>AR: Questioned the number of apprenticeship roles - 5 is a very low number for a multimillion-pound project. This is for the whole A&B area and would like to see this increased to 25 and for Islay/Jura/Colonsay residents. Ellen: They are open to feedback and will need to have conversations with local businesses to ensure the appetite is there and it suits the needs of school leavers.</p> <p>AR: Questioned the maintenance and repairs for the wind farm. Understands this was planned to be done by contractors from Ulster and he believes as much of this work should stay local as possible. Keira: They have never investigated the possibility of this activity being based in Ireland/Irish contractors. This will be part of the planning application and different locations are being considered, all in the west of Scotland. No decision has been made yet. They must consider the vessels used as they will need to be much larger than those used for conventional offshore wind farms, therefore circa 100m vessel. This will need to be factored into the decision for location.</p> <p>RM: Understands the turbines will be 340m in span/1000 ft high and among the largest in the world. Kiera: They are still assessing this and considering the best options.</p> <p>RM: Understands the energy generated will be going to Ayrshire, Kilmarnock and Wales. For other onshore wind developments local communities could expect to receive £5k per MW in funding. By comparison the community fund offered looks significantly less. Ellen: They have not discussed any money yet in terms of community benefit fund/£ per MW. The UK government did consultations on net zero projects and Machair are waiting on their recommendations. Therefore, they don't have the figures that communities can expect.</p> <p>RM: Machair are applying for planning permission mid-May, how long will they have to comment on the application? Ellen: usually about a month but it could be longer, this is set by the Marine Directorate. Additionally, if the ICC want to talk to anyone who has benefitted from onshore community funds, they can set this up.</p> <p>TS: Will the planning application be one application with several different options. How is the planning process going to be set out for everyone to review it? Kiera: for each topic they determine what would be the worst-case scenario for that topic. So, they will be presenting the worst-case scenario to the regulators. This way they know that if they need to make changes further down the line know they have already had consent for the worst case.</p> <p>TS: SSEN sent out 12 different options, stated which one they preferred but there were still 11 others to look at. This worked, as you can see what each option would look like. Would be nice to have the same option from Machair. Keira: consenting using an envelope/methodology.</p> <p>AH: Regarding apprenticeships. If the application is successful, would expect that more that the apprenticeship programme is maintained (i.e. employment after the end of the process) and requests this is emphasised in the plan. Will there be any more visual displays/consultation boards before the application is submitted (as a result of changes). Ellen: The apprenticeships are low in number as they want them to be meaningful and continue into employment. They need to have conversations with businesses to secure employment. Regarding visuals – what was shown at the last round was the worst-case scenario of 91 x 335m high. Will send the link for the photo montages.</p>	
7	<p>Port Askaig Path - Update</p> <p>Mark Rinkus - Connected Transport Planning. Colin Young – Argyll & Bute Council</p>	

Colin: So far there they have built the 3 distilleries pathway, Port Charlotte-Bruichladdich pathway and now working on the Bowmore to Bridgend route. The next stage is to move the Bridgend Path towards Port Askaig. Funding methods/sources have changed and only local authorities can now bid for the funding. Funding is now all 'single year'. When they submitted the bid last year, they did not receive funds until December 2025. The tender/contract was not awarded until the beginning of March 2026. They have now submitted a further bid for the current year (2026) but they still don't know if they have been successful/when funds will be made available. Each year they have to bid for funding and there is no guarantee they will get it or that funding will continue to be available in future years.

This week Mark is completing an information and fact-finding piece; they are at the stage of identifying what is possible. Mark hopes to keep the ICC up to date with progress. They have some options under consideration and have been talking to the estate factors about their ideas. They are hoping to use the money that is available to keep momentum and hope the next funding round does come through soon. Once the plan is consolidated, they will commence the public consultation stage across the whole island and will be looking for local support for the plan which will be beneficial in helping the bid get through the funding process. The route will most likely be very closely tied to the road but there are lots of considerations that have to be included

CF: The path Bowmore to Bridgend – is there an issue with this as work started about 5-6 weeks ago but work has now ceased? Colin – ICAG has been leading on this one, and this ties back to the funding being only a single year fund. As funding wasn't available until the beginning of February and ran out on 31st March 2026 work has stopped. Transport Scotland are unable to say when who the results of funding bids will be communicated.

CF: What was funding spent during this period? Colin: £200k. Hopes that the Bowmore Bridgend will recommence soon

TS: There are various different agencies on the island that can help with the planning process how tied in are you? Mark: They do outsource this and will always try and use local experts where possible.

ST: Feels the Bridgend to Bowmore path is more of a priority right now, what is happening with the path that is already there? Mark: The track is being considered in the mix and will be included in the community consultation. Will also be looking at how it will tie into communities. Important to this are the landowners. What they don't want to have is the path jumping from one side to the other of the road.

AR: Will this require a lot of manpower on the island? Colin: Not necessarily as they are not looking to build the whole route in one year, it would be in sections over time. Funding will necessitate this. They are more likely to get several small pots of money rather than one large sum.

JP: how would the ongoing maintenance of the path be handled once it is complete? Colin: That's part of the discussion with ICAG as they would like to keep the paths on and maintain them. They are aiming to have a design that is minimal maintenance – but this might change over time. There is no specific maintenance money for paths available to the council

AH: It was agreed that each area committee would get £50k, don't know what the process will be for this funding but willing for this to be considered for pathways/put into the pot for maintenance

	<p>IME: The current Bowmore - Bridgend Path. How far will the next phase reach? Colin: The next round of funding would take the footpath as far as the Gaelic Centre.</p> <p>FC: Port Askaig, CalMac have completed a re-evaluation of the area, has this been taken into consideration. Colin – aware of the long-term plan to expand the space at Port Askaig, there isn't a final set of designs for them to review</p>	
8	<p>Councillor A Horn</p> <p>Will send an update report to the community council. In brief AH has been in constant contact with CalMac and the Scottish government regarding the ferry situation.</p> <p>AH has noticed an increase in welfare enquiries and has managed to resolve some of these. There have been the usual issues with potholes and street lighting. Also, some issues because of the delay to housing in Port Charlotte, which impacted on a couple of families. This has been resolved.</p>	
9	<p>Councillor D McFadzean</p> <p>Apologies received. An update report has been provided – see appendix C</p>	
10	<p>Councillor A Redman</p> <p>Alastair provided an update. The full report is in Appendix A</p> <p>Upcoming landfill ban – may have up to 185 HGVs per year having to use a ferry to remove the waste from Islay if this ban is implemented. Raised this with ministers but advised 'not happening yet'. JP: this item has been highlighted in ICCFC discussions with CalMac since early last year. Do know there will be 4 extra lorry spaces on IOI compared to Finlaggan and will have to assess if and when the landfill ban is implemented.</p> <p>CF: What can AR do regarding projects halted on the Island. Bowmore Square – unfinished due to finances, Bowmore Pathway, Bowmore Hall. Is there anything he can do to bring these projects to completion. AR can add further pressure – gave a comment to the Ileach regarding Bowmore Square.</p>	AR
11	<p>Treasurer's Report</p> <p>FC bank balance as of 06/03/2026 £2709.75, will be slightly less this month after payments made.</p>	
12	<p>ICC Ferry Committee</p> <p>See Appendix B for the full report. This has been circulated by JP.</p> <p>JP updated the committee with the background of what has occurred over the last few weeks with the ferries. Bookings have been closed for up to two weeks while CalMac make transfers to other ships.</p> <p>A lot of pressure been applied by ferry committee and other island groups and individuals</p> <p>Better news is that from 21st April, IOI will be back to provide a two-ship service. After 26th April, Finlaggan goes to dry dock until 17th May. CalMac have advised that the service will be operated by IOI and Lord of the Isles during this period. When Finlaggan returns, she will again operate a two-ship service with IOI for the XXX summer timetable.</p>	

	<p>Complications of Port Askaig closure 18th - 20th April has meant that all sailings are diverted to Port Ellen. There are insufficient crew hours to cover the additional sailing time. Will be single vessel with one less sailing for 3 days. While CalMac have been making these changes the booking system has been closed.</p> <p>Commercial vehicle block bookings are still being monitored – take up has shown improvement in February and the figures for March are awaited.</p> <p>ICCFC are chasing CalMac for a timetable to be provided for when Port Ellen closes on 2nd June 2026. ICCFC have also asked the transport minister for additional funds to help with maintenance and repair of roads from Port Ellen to Port Askaig. Chris Wilcock (Transport Scotland head of ferries) did contact JP initially; this is being chased up.</p> <p>Utilisation figures from CalMac have been requested again. This will enable the committee to check what public users of the service are saying and compare this to the utilisation shown on CalMac's records. Will also show trends that can be used in future negotiations with CalMac. Do not want the last 6 months figures to be used to reduce services to Islay as it will take several months to regain confidence and therefore numbers, for travel to Islay.</p> <p>CF would like to record his gratitude to JP and IME for the work they have been doing on the ferry committee and their commitment to maintaining the ferry service to Islay. This was supported by all.</p> <p>RM: Noted that the summer timetable has IOI leaving at 12:45 rather than 1pm. As a frequent bus user, the bus is scheduled to arrive at 12:35 which leaves a very small window. JP has spoken to CalMac about this – they were going to speak to the bus company. JP will pass on the message.</p> <p>JP: Would like to note that Ben Shakespeare and the Feis Committee have also been very strong in supporting the issues with ferry. They have been working closely with JP to share ideas.</p> <p>LS: advised that IJMG have also been campaigning for improvements to the ferry service – the committee writing to the First Minister, Cabinet Secretary, Transport Scotland and Jenni Minto regarding the impact this is having on Islay, and encouraging all their members to do the same.</p>	
13	<p>Islay Community Action Plan (ICAP) No updates</p>	
14	<p>Planning Reports Apologies from Scott – IME ran through the list of applications but nothing significant</p>	
15	<p>CNI (Carbon Neutral Islands) Project No meetings held since last ICC</p>	
16	<p>Bowmore Hall Update CF advised nothing further appears to be happening at the hall. DMF not available for update.</p>	
17	<p>Correspondence</p> <ul style="list-style-type: none"> • Dealing with stakeholders on the ferry issues with CalMac and trying to help where possible. An islander has written regarding this and IME has responded. • Keills primary school regarding the speed limits outside the school. DMF is dealing with this but has suggested a group from the school might like to come along to an ICC meeting to discuss. • HIAL – regarding a rescue boat that has been gifted for ICAP. The funds from selling will be used to benefit others. IME is trying to arrange a date and time to collect it (at the airport) before sale. 	

	<ul style="list-style-type: none"> Flood risk management issue at Port Ellen – believe DMF was encouraging residents to notify SEPA of flooding in the area. ST has a few bits of information from the local residents and from the surveys they issued. Haven't heard from Mark Calder, the last communication was the he felt this should be a project. SID have expressed an interest in this project. CA feels this is an important thing to do but will take some time to get this completed – will need a community group, the council and Scottish Water to be involved in this. CA has written to Mark 3 times with no reply and cc'd councils – CA and ST will speak to DMF/AH and AR again to see if they can help move this along. 	ST CA
18	<p>AOCB</p> <p>RM: Can there be an item on the next meeting to decide if ICC want to support Machair Wind or not. Referenced a good piece of work completed by the Isle of Iona. Does not feel there is a significant benefit for the island. Tommy R: feels the island will not benefit from this. LS: employment of young people – reality may be that it is off island contractors who will be employing these young people and therefore no benefit to the Islay High School students. CA: We should not support unless there is clear demonstration of benefit for Islay. CF: We should also ask the other islands which are affected and have a co-ordinated approach. IME: The ICC members should consult with as many members of the public as possible to garner opinions for or against this across the whole island. AR: has had concerns from residents across the Argyll area that once a windfarm is in place, more turbines will be added. CA: could we draft a statement that we could consider at the next meeting that represents the views of the committee. JP: Iona have been trying to engage with us, can RM respond to them? JP: Jura – do we have a contact in Jura? AR was at their community council meeting but it was a neutral response from them. AMG will send details for Scott Muir (Jura CC) to RM. RM to speak to Colonsay contact. AR to send RM any other useful contacts. Agreed that RM would lead for the ICC on this matter.</p>	ICC RM RM
19	<p>Date/venue for Next Meeting</p> <p>Next meeting 14th May 2026 at 18:30, Service Point, Bowmore</p>	

Appendix A – Councillor A Redman – report

The Landfill Ban:

The Scottish Government's ban on landfilling biodegradable municipal waste has now come into effect. This means almost all general household waste—including food, paper, and card—can no longer be buried locally at sites like Gartbreck. This is a critical issue for Islay, as the new regulations significantly change how we handle our waste and will place a further demand of roughly 185 HGV journeys per year on our ferry capacity. It is important that the community is kept fully informed of the logistical and financial challenges this presents for our island.

- **Islay's Unique Challenge:** The closure of local landfill sites requires all residual waste to be transported off the island to "Energy from Waste" plants on the mainland.
- **Ferry Pressure (The 185 HGV Journeys):** This shift will put an immense strain on our already fragile ferry service. Based on the tonnage of waste Islay produces, it is estimated that moving our "black bag" waste will require approximately 185 additional HGV ferry journeys per year. That is roughly three to four extra lorry loads every single week that must be accommodated on the Kennacraig run.
- **Capacity Concerns:** I am pressing for these "waste miles" to be fully accounted for in CalMac's capacity planning. We cannot allow essential waste disposal to displace local residents, tourists, or business traffic.
- **Financial Risk:** The cost of transporting waste and paying "gate fees" at mainland plants is significantly higher than local landfilling. I am fighting to ensure the Scottish Government provides the necessary financial support so that Islay taxpayers aren't unfairly penalised for these national policy changes.

Ferry Services & Deployment:

MV Isle of Islay FOI: My recent Freedom of Information request has confirmed that the new vessel lacks the necessary exemptions for "Dangerous Goods". This means passenger capacity will be slashed whenever fuel or gas is transported. This is an unacceptable step backwards for our primary lifeline.

Service Stability: CalMac's latest plan suggests a return to a two-vessel service by 21st April, but we have heard these promises before. I am firmly opposing the "two-tier" service where capacity fluctuates depending on which ship is running. The MV Isle of Islay must be returned to our route permanently.

Impact on Key Industries: Farming, Crofting, & Fishing

Our primary producers are the backbone of Islay, yet they are being hammered by these disruptions. Farmers and crofters are facing increased costs and logistical nightmares moving livestock and feed, while our fishing fleet relies on a dependable schedule to get fresh catch to market. The uncertainty of the current network is a direct threat to the viability of these traditional industries.

I am demanding that the Council and Scottish Government recognise that for Islay, the ferry is not a luxury—it is a vital part of the farm gate and the pier side.

Essential Lifelines: Patient Transport, Post, & Visitors

Patient Transport: It is disgraceful that constituents are still facing anxiety over whether they can make vital mainland medical appointments. Reliable patient transport must be a non-negotiable priority.

Royal Mail & Supplies: The "knock-on" effect of vessel shuffling is delaying the Post and the delivery of essential supplies to our shops.

Visitor Economy: As we head toward Feis Ile, the tourism sector needs certainty.

I am pressing CalMac to ensure the booking system is fit for purpose and that visitors—and the income they bring—are not put off by a service in constant flux.

Cost of Living: Fuel & Electricity

I have been contacted by many constituents who are deeply concerned about the staggering cost of fuel and electricity. In our rural and island communities, we are unfairly penalised with some of the highest energy costs in the UK. Living in a cold, damp climate shouldn't mean choosing between heating and eating. I am continuing to push for better support for islanders and challenging the unfair "rural premium" that sees us paying more for basic necessities.

Roads, Housing & Community Issues

Roads: While I praise the front-line roads men who are working hard, they are being hamstrung by the Council administration's failure to provide adequate funding. I am continuing to vote against budgets that neglect our rural road network.

Social Housing: The standard of some of our social housing is a scandal. I am assisting several tenants with formal complaints regarding damp and poor maintenance.

Dog Fouling: This remains a persistent issue in our villages. I am calling for more robust enforcement to keep our public spaces clean.

Conclusion & Moving Forward

I remain fully committed to holding both the Council administration and the Scottish Government to account. Whether it is fighting for a reliable ferry service or ensuring our local infrastructure is fit for purpose, I will continue to be a strong voice for Kintyre and the Islands.

My focus remains on delivering the fair deal that Islay residents and businesses deserve. I am always available to discuss these matters or any individual constituent concerns.

Appendix B – ICC Ferry Committee Update

ICCFC - last regular meeting 16th March, next 22nd April. Draft Minutes posted in ICC website.
Other meetings: 9 April IME/JP/GML Port Askaig traffic planning meeting with CalMac.

Key issues:

Start of Summer timetable 27 March. Two vessel service timetabled. But only one supplied - Finlaggan, until late arrival of IOI pm 31st March, adding only 1 round trip. Was then phased in for a few sailings, but only bookable on the day before, until 7th April, when she was re-deployed to cover Barra. For much of this time, and subsequently, the bookings system was closed for new bookings, while CalMac arranged transfers of existing bookings.

Alfred arrived Kennacraig on 9th April but operated no traffic carrying sailings. She left again for the Clyde at the weekend, after cancelling planned sailings on 10th and 11th. Most of the Summer timetable thus far, has been single vessel only, with much disruption and distress caused.

ICCFC has protested at the highest levels in CalMac on several occasions, also notifying the Cabinet Secretary.

CalMac had advised earlier today that subject to other deployments going to plan, they intend to return Isle of Islay to the Islay route on 21st April. A new deployment plan has now been circulated earlier this pm, which restores the 2-vessel service from 21st April. ICCFC has asked CalMac to reflect this in the booking system as soon as possible.

Port Askaig is due to close 18th to 20th April. All sailings will be via Port Ellen, again on a single vessel basis but with even one less sailing per day.

Finlaggan drydock is now due 26th April until 17th May.

Port Ellen is due to close on 2nd June. IME, FC and JP will be attending a Reference Group meeting with CMAL on 11th May to discuss with other stakeholders, before a public meeting a week or two later.

Block Bookings - Still awaiting CalMac's investigation of 'no shows' in February and release of the statistics for March.

Bookings system. The long-awaited fix for the Islay 2-port booking system for ports staff is due to be included in CalMac's June amendment update.

Former Waitlist procedures are under review, with Islay and Little Minch due to be used as pilots to test a revised process which CalMac is planning during a four-week period in May/June - ICCFC is awaiting further news and consultation from CalMac.

New vessels. Despite an earlier commitment from CalMac, there has been no event to introduce Isle of Islay to the Islay community and/or the school children who won the painting competition to have their pictures displayed on board. ICCFC has expressed disappointment at the lack of follow up.

A meeting was held with CalMac to discuss the report from independent consultants, Haskoning, regarding marshalling and parking areas and traffic control measures at Port Askaig. ICCFC has expressed concerns regarding its content and viability in coping with peak demand from the increased capacity and transfer of traffic during Port Ellen closure.

IME and JP have chased up Transport Scotland regarding ICCFC's request for additional funding to assist with road improvement between Port Ellen and Port Askaig to help cope with increased traffic volumes during the estimated two and a half years' closure of Port Ellen ferry terminal.

Carriage of Dangerous Goods (DG)

Awaiting further feedback from CalMac. The rules call into question the practicality of using two new vessels or operating single vessel with one new vessel.

Summer 2026. ICCFC requested a reliable two vessel service with timetables that enable travel to/from the island between early am and evenings to enable reasonable time for users to conduct their business in a single day. Also, adequate capacity to meet demand for all, and good public transport connectivity at either end, with a split of calls as near as possible to 50/50 while both Islay ports remain functional. CalMac previously agreed to provide two vessels - adding an alternative vessel to the booking system during Finlaggan's drydock in April/May. It has been confirmed that Lord of the Isles will cover, working with Isle of Islay and that on her return, Islay will retain Finlaggan, at least until Port Ellen closes.

Winter 2026/7. CalMac has sent timetable proposal options to ICCFC based on:

1. Isle of Islay + Finlaggan
2. Isle of Islay + Loch Indaal

ICCFC has asked CalMac to look at how best to carry restricted DG and to consider the earliest Saturday am sailings from Islay going direct to Kennacraig instead of via Colonsay, to facilitate sports and other activities.

Other -

Ferries Community Board - still seeking a replacement chair. There are some board member vacancies. Further meetings are due.

Appendix C – Islay Community Council – Dougie McFadzean Update

Islay Community Council – Dougie McFadzean Update April 2026

Before I start, I'd like my appreciation noted for the endless work Jim Porteous and the wider Ferry Committee have undertaken over many years now, but particularly over the past several months, in fighting for Islay (and therefor Jura). The current situation with ferry provision is unacceptable and the Ferry Committee has made this clear to Calmac and others many times now, despite being volunteers. Since the last community Council meeting, some of my Islay related activities (over and above the more routine enquiries) have included –

- Robin Currie Way, Port Charlotte – I am currently helping arrange a formal opening event for the new houses, with particular significance in the naming of the street.
- I am involved in re-designing the dialysis service for Argyll and Bute, with several patients here on Islay hopefully benefitting from an improved service.
- I have been arranging an increasing number of benefits support appointments and supporting island residents in securing the most financial support they can get, along with continuing to signpost people to our amazing foodbank. I don't see signs of this alleviating in the near future.
- I had a very productive meeting with the Trustees of The Schroeder Foundation where we discussed local charities, groups and needs. The meeting was extremely positive and I look forward to working with the Trustees going forward.
- I am currently re-designing the Corporate Parenting Board which has responsibility to ensure our cared for young people have the best lives possible. There are quite a few people on Islay supported by the Board and my aim is to make it better, more visible and more engaging.
- I have been in discussion with senior management from the Council Roads and Infrastructure Dept helping identify the areas on Islay most in need of road repairs. I am delighted that Islay is to benefit from over £1.1 million pounds of road repairs this financial year. We should really see a difference in our roads this year coming. The work will include resurfacing around 5000 m2 of the A847 south of Port Charlotte, which is much needed.
- I am helping the community of Port Charlotte deal with and address the ongoing, and urgent coastal erosion issues in the village. I visited the site again today.
- The Health and Social Care budget, which has now been decided by our Integration Joint Board, of which I am the Vice Chair and Council Policy Lead, sees services on Islay fully protected. This directly affects our islands with regards to hospital care, wider medical care, social care, care at home and our third sector care providers.
- The first batch of funding for a new Jura ferry has been secured from the Scottish Govt. The final batch will be delivered next year and a new ferry will be built. I will ensure community consultation take place.
- I am working with a few schools to help highlight the issue of speeding past the schools and will be trying to get the speed limits reduced to 20mph. I am due to visit Keills Primary on 1st May to talk with the pupils about this issue and their concerns.
- I have been dealing with a few cemetery issues re rabbits and general condition, which are all being sorted now. The road access to Nerabus cemetery has now also been reported to me as needing attention and I have reported this.
- I am working with several groups on Islay and Jura re new funding opportunities and talk with the council funding team very regularly. I am meeting them on Friday on the mainland re a number of projects.
- I have been in very regular dialogue with senior management at Calmac regarding our poor ferry service and have been advocacy strongly for additional vessel deployment and resilience.
- I am also in dialogue with Officers from the Scottish Govt re the broken fibre cable serving Islay and am pleased to say it is scheduled to be repaired next week.
- I attended the most recent meeting of the Argyll and the Islands Sounding Board where I had the opportunity to fly the flag for Islay.
- I have attended meetings regarding a new planned timber haulage scheme on Islay.

As always, I am here to help and support the Islay community and will continue to do so, in a positive and constructive manner.

DRAFT