

**Analysis of Carryings and Performance
data on Inter-Island Ferry Services
1998 to 2005**

**ZetTrans: Zetland Transport Partnership
Shetland Transport Strategy**

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1. Introduction

As part of its preparation for the submission of the Regional Transport Strategy (RTS), Shetland Islands Council (SIC) identified the need for an analysis of the carryings and performance data of its Inter-Island ferry services. The responsibility for presenting the RTS transferred to Zetland Transport Partnership (ZetTrans) when it was formed in December 2005.

Such an analysis had never been undertaken before and the need for a robust review of the Ferry Services activity was required to help advise the Council in the preparation of its submission. The comprehensive consultation exercise which was undertaken as part of the RTS preparation was considered alongside the analysed data and helped identify the scale and significance of real and perceived Ferry Services delivery issues.

In preparing our analysis the need for good and accurate data was a prerequisite. An initial consideration of data gathered from the Ticket Issuing System was found to be significantly at odds with data gathered in the vessels official Log Books - the Log Books were deemed to be the best source of data for the analysis and provided key performance data which was not readily available from the ticketing system. (The Log Books are statutory records which must be gathered on every vessel.)

In addition to the vessel Log Book data, supplementary operational records were maintained on board the vessels which would hopefully serve to help build an even more complete picture of the Ferry Service operation. The additional 'logs' were designed to maintain records of the following:-

- **'Vehicles Unable to Transit'** – a measure of vehicles which could not be accommodated when the vessel departed because of a full vehicle deck or vessel being at the limit of her deadweight capacity.
- **Cancelled Sailings** – providing reasons for the cancellation of sailings.

The reality proved to be somewhat different and the quality of records kept varied from the non-existent to the fully comprehensive record keeping on some vessels. In some cases, the level of detail recorded in the Log Books alone provided a very comprehensive picture of what had happened and was able to be used with confidence. As a result the supplementary information proved to be of varying use.

Several Log Books had been misplaced over the years and were not available for analysis. Where their omission was deemed to be of significance, estimates of carryings were undertaken based on historical patterns and trends.

2. Vehicle Carrying Analysis

In order to undertake a robust and consistent analysis of vehicle activity on the SIC Ferry Services, a common measure had to be used which considered all vehicle activity on a consistent basis. In order to do this, all vehicles were converted to represent a number of Passenger Car equivalent Units (PCU's). This approach is universally used in the ferry industry and allows capacity utilisation analysis to be undertaken on a uniform basis. For the SIC network of Ferry Services the following conversion factors were agreed in advance of the analysis and were used in expressing the number of PCU's which a vehicle represented:-

Vehicle Description	Passenger Car equivalent Units (PCU's)
Car	1
All Terrain Vehicle (ATV)	1
Van	1
Open Truck	2
Closed Truck	2
Tanker	5
Articulated Lorry	6
Crane	6
Plant equipment	4
Unusual Load	2
JCB	2
Tractor	2
Bus	3
Motorcycle	0.25
Trailer	1.5

Vessel capacities were expressed as the number of PCU's which could be conveyed and did not take account of the increasing size of cars during the period of analysis. (The effect of increasing car sizes has the result of reducing the effective PCU capacity of the vessels over time.)

All vehicle carryings are expressed as the number of single journeys undertaken i.e. a vehicle going to, and returning from, an island would be recorded as 2 single journeys.

3. Passenger Carryings Analysis

Like vehicles, passenger movements are reported as the number of single journeys undertaken.

The vessel log books recorded crew and passengers together as 'persons on board'. The passengers on board had to be calculated prior to any analysis being undertaken.

Where an analysis of passenger capacity utilisation has been provided for the major vessels (see part 5 for a list of route designations), the vessel passenger capacities have been assumed to be 90 passengers. Some vessels have greater capacity than this, however, it is seldom used and has been ignored for the purpose of this analysis

4. Performance Analysis

The benchmark for all performance analysis was the published Ferry Services timetable. The analysis undertaken was restricted to measuring the reliability of the Ferry Services i.e. the number of scheduled services actually operated expressed as a percentage of the total scheduled services.

The data recorded was not conducive to a detailed measure of punctuality being undertaken.

For routes which operated on a 'booking only' basis, a detailed analysis of reliability was impossible as no record of sailings which were booked and subsequently cancelled was maintained.

Where routes have individual sailings which operate on a 'bookings only' basis (typically late at night), the percentage uptake of these sailings has been reported.

5. Report Outline

The Report is divided into two sections. The first part considers the 'Major' Ferry services i.e. those which operate on a frequent, Ro-Ro basis and have a daily timetable.

The 'Minor' routes operate on a less frequent basis and do not provide a service every day of the week.

The routes are defined as follows and appear in the report in this order:-

Route Number	Route	Designation
1	Bluemull Sound	Major
2	Bressay	Major
3	Whalsay	Major
4	Yell	Major
5	Fair Isle	Minor
6	Foula	Minor
7	Papa Stour	Minor
8	Out Skerries	Minor

A summary of the key characteristics of each route is provided along with a detailed analysis of the historical carryings and performance data.

6. Route Data Reported

A number of the areas of analysis are common to each route, however, some routes have a bespoke analysis which has been undertaken to help examine a particular area which is of relevance to that route (or routes) only.

In some cases, data has been collated as part of a separate route analysis and has been included here where it is considered to add value to the overall Ferry Service consideration.

The tables overleaf summarises the detailed analysis which has been undertaken for each route.

Major Routes (x – analysis provided)

Table	Table ref.	Bluemull	Bressay	Whalsay	Yell
Records Available	1	x	x	x	x
Vessels Engaged	2	x	x	x	x
Number of sailings by month	3	x	x	x	x
Monthly PAX carryings	4	x	x	x	x
Monthly PAX utilisation	5	x	x	x	x
Monthly PCU utilisation	6	x	x	x	x
Monthly Veh Deck utilisation	7	x	x	x	x
Number of sailings where veh deck is 90% or more full	8	x	x	x	x
Traffic shipped by port	9	x			
Sailings undertaken with no traffic conveyed	10	x			
Route performance against core timetable / Service reliability	11	x	x	x	x
Use of Vidlin	12			x	
Take up of bookable sailings recorded or Analysis of request sailings	13	x	N/A	x	x
Sailings reported with traffic short shipped	14	x	x		x

Tables are referred to by their route number and analysis type.

Minor Routes (x – analysis provided)

Table	Table Ref.	Fair Isle	Foula	Papa Stour	Out Skerries
Records Available	1	x	x	x	x
Vessels Engaged	2	x	x	x	x
Number of sailings by month	3	x	x	x	x
Monthly PAX carryings	4	x	x	x	x
Monthly PCU carryings	5	x	x	x	x
Monthly PAX utilisation	6	x	x	x	x
Monthly PCU utilisation	7				x
Diversions / cancellations	8				x
Cancellations	9				x
Number of sailings where 10 or more pax carried	10	x	x	x	x
Pax on Fair Isle – Lerwick	11	x			
Route performance against timetable	12	x	x	x	x

Tables are referred to by their route number and analysis type.

7. Capacity Utilisation on the Major Routes

The degrees of vehicle deck capacity utilisation have been highlighted during the RTS consultation process. Full details can be found in the individual route summaries, however, the following table summarises the Major Routes together:-

Route	2002 Capacity Utilisation	2005 Capacity Utilisation
Yell	53%	29%
Whalsay	46%	48%
Bluemull	35%	36%
Bressay	27%	27%

The route in the SIC Ferry Services network which currently experiences the highest level of average loadings is the Whalsay service. This route is the subject of a separate STAG (Scottish Transport Appraisal Guidance) study to consider the options for the future delivery of the service.

8. List of Route Summaries

Route	Description
1	Bluemull Sound
2	Bressay
3	Whalsay
4	Yell Sound
5	Fair Isle
6	Foula
7	Papa Stour
8	Out Skerries

Route 1

Bluemull Sound

(The data analysis is based on the volumes of passengers/vehicles which are onboard on each leg of the sailing e.g. traffic which is conveyed from Yell to Fetlar via Unst is recorded twice, once on the Yell to Unst leg and again on the Unst to Fetlar leg. The log book data does not allow true disaggregated carryings to be reported.)

Passenger demand

Growth on the route was strong until 2005 when carryings reduced by approx 5% from the 2004 level with departures from Fetlar down by 17% between 2004 and 2005.

Demand is seasonal with volumes conveyed in June, July and August more than double that of volumes in January.

Passenger capacity on the route is adequate with no evidence of constraints.

Vehicle demand

Like passengers, vehicle demand has shown an increase in the 5 years to 2004. Volumes fell back in 2005 with Fetlar traffic accounting for the bulk of this reduction.

The introduction of zero fares on the route in September 2005 has resulted in a passenger:car ratio which is falling – suggesting that car sharing is reducing – although the withdrawal of fares coincided with the deployment of a larger vessel and greater vehicle capacity.

Whilst demand is seasonal, seasonality is not as pronounced as that for passengers with a peak occurring in June.

Overall vehicle deck utilisation peaks in July with average monthly utilisation typically between 25 and 50%. There is evidence of severe vehicle constraints at peak times.

Route Performance

Reliability on the route is good with 97.8% of timetabled sailings being undertaken.

Reliability on Fetlar sailings is lower than that of the shorter and more sheltered Yell-Unst service - 97.3% compared to 97.9%, respectively.

Uptake of the 'request only' sailings is moderate with a near 50% of these sailings being requested.

Route 1 - Bluemull Sound

Records available for analysis

1.1	1999	21637	
	2000	18806	(Carryings figures were adjusted to take account of missing log books for 7 weeks in July/August - 'shift' vessel.)
	2001	21226	
	2002	20979	(Fettar vessel log book missing for June - Carryings estimated)
	2003	20606	
	2004	20738	
	2005	20003	(Carryings figures were adjusted to take account of a missing log book for 3 weeks in August - the Fettar based vessel.)

Vessels engaged on service (number of sailings)

Year	Vessel							Grand Total
	Bigga	Fivla	Fylga	Geira	Grima	Hendra	Thora	
1998		11914	7184		1376		1104	21578
1999		14872	5431		1334			21637
2000		12406	4248		2152			18806
2001		16381	3858		987			21226
2002		15712	3640		1173		454	20979
2003		15263	4046		324		973	20606
2004		15360	2911		999	1468		20738
2005	3880	11302	1732	2716		211	162	20003
Total	3880	113210	33050	2716	8345	1679	2693	165573

Number of sailings recorded by month

Year	Month												Grand Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1998		620	1987	2124	2191	2071	2220	2183	2134	2178	2023	1847	21578
1999	2023	1788	2166	2135	2215	1810	1845	1959	377	1840	1781	1698	21637
2000	1666	1740	1875	1764	1854	1869	523	414	1778	1831	1798	1694	18806
2001	1719	1549	1739	1792	1877	1743	1880	1876	1796	1863	1794	1598	21226
2002	1741	1657	1848	1777	1865	1563	1878	1900	1788	1787	1643	1532	20979
2003	1650	1589	1717	1705	1759	1726	1861	1776	1720	1770	1678	1655	20606
2004	1597	1565	1779	1731	1753	1765	1884	1785	1712	1758	1709	1700	20738
2005	1554	1582	1794	1671	1710	1723	1815	1525	1707	1702	1591	1629	20003
Total	11950	12090	14905	14699	15224	14270	13906	13418	13012	14729	14017	13353	165573

Monthly passenger carryings

Year	Month												Grand Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1998		2038	8164	9338	13809	15011	17620	17010	10832	8905	7538	7301	117566
1999	7053	5955	8654	9635	12092	16558	16303	19162	1721	9406	8968	8127	123634
2000	6916	7796	9368	9141	11965	15941	16587	19496	11053	9461	8697	8175	134596
2001	7559	5625	8342	9353	12277	15386	15974	16426	11439	9907	8283	7998	128569
2002	7665	7728	9638	10369	12906	16901	17244	17736	12823	9969	9181	9062	141222
2003	7574	8474	9977	10793	13086	18001	18845	17144	12495	10814	9170	9210	145583
2004	7237	7886	10492	10972	13425	18764	20296	16811	12081	9961	8734	8665	145324
2005	6694	7822	9430	10570	12469	17206	16963	15515	13507	10702	8762	8944	138584
Total	50698	53324	74065	80171	102029	133768	139832	139300	85951	79125	69333	67482	1075078

Monthly passenger capacity utilisation

1.5	Month													Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998		4%	5%	5%	7%	8%	9%	9%	6%	5%	4%	4%	6%	
1999	4%	4%	4%	5%	6%	10%	10%	11%	5%	6%	6%	5%	6%	
2000	5%	5%	6%	6%	7%	9%	8%	7%	7%	6%	5%	5%	6%	
2001	5%	4%	5%	6%	7%	10%	9%	10%	7%	6%	5%	6%	7%	
2002	5%	5%	6%	6%	8%	11%	10%	10%	8%	6%	6%	7%	7%	
2003	5%	6%	6%	7%	8%	12%	11%	11%	8%	7%	6%	6%	8%	
2004	5%	6%	7%	7%	9%	12%	12%	10%	8%	6%	6%	6%	8%	
2005	5%	5%	6%	7%	8%	11%	10%	11%	9%	7%	6%	6%	8%	
Total	50698	53324	74065	80171	102029	133768	139832	139300	85951	79125	69333	67482	1075078	

Monthly PCU's (Passenger Car equivalent Units)

1.6	Month													Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998		0	0	0	695	6918	8496	7239	6164	5312	4422	4346	43589	
1999	4237	3982	5645	5576	6447	8146	8120	8524	1166	5785	5791	4842	68259	
2000	4203	5028	6286	5502	6450	8594	8791	9223	6933	6713	6222	5102	79045	
2001	5160	3930	5943	5724	7304	8145	8355	8685	6865	6717	5886	4834	77547	
2002	4724	4781	5656	6241	7492	8392	8637	8495	7445	6719	5902	5406	79889	
2003	5069	5335	6341	6624	7466	8954	10124	8891	7823	7262	6326	5734	85947	
2004	4954	5227	7193	6731	7896	9538	10360	9002	7740	6698	5854	5521	86712	
2005	4400	5259	6045	6435	7274	9248	8486	8231	8396	7238	6392	5860	83261	
Total	32746	33540	43109	42832	51023	67934	71367	68290	52532	52442	46793	41643	604250	

Monthly Vehicle Deck Utilisation

1.7	Month													Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998		0%	0%	0%	3%	31%	36%	31%	27%	23%	20%	22%	19%	
1999	20%	21%	24%	24%	27%	42%	41%	40%	29%	29%	30%	26%	29%	
2000	23%	27%	31%	29%	32%	43%	41%	37%	36%	34%	32%	28%	32%	
2001	28%	23%	32%	30%	36%	43%	41%	43%	35%	33%	30%	28%	34%	
2002	25%	27%	28%	33%	37%	45%	43%	41%	39%	35%	33%	32%	35%	
2003	28%	31%	34%	36%	39%	48%	50%	46%	42%	38%	34%	32%	39%	
2004	29%	31%	37%	36%	42%	50%	51%	46%	39%	33%	30%	28%	38%	
2005	25%	31%	31%	36%	39%	50%	38%	47%	45%	34%	27%	24%	36%	

Vehicle deck utilisation >90% (number of sailings recorded)

1.8	Month													Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998					6	78	158	106	86	44	36	49	563	
1999	43	62	76	45	99	207	206	206	5	82	110	69	1210	
2000	39	70	98	47	89	157	41	19	145	131	123	89	1048	
2001	80	45	128	51	145	245	201	219	129	117	94	76	1530	
2002	55	58	81	66	118	226	189	206	150	112	84	98	1443	
2003	64	72	106	87	136	268	312	244	163	135	116	91	1794	
2004	80	83	128	80	160	280	345	243	167	114	88	95	1863	
2005	53	96	110	134	154	289	154	258	258	135	37	21	1699	
Total	414	486	727	510	907	1750	1606	1501	1103	870	688	588	11150	

Traffic shipped by port 2003 - 2005

1.9

Ex Fetlar	Pax	Cars	ATV	Vans	Open Truck	Closed truck	Tanker	Artic	Crane	Plant	Unusual load	JCB	Tractor	Bus	Motorcycle	Trailers	PCU's
2003	11621	3101	973	1079	251	15	13	14	2	2	15	17	68	42	18	232	6532.5
2004	12296	3434	877	1315	353	50	27	83	8	29	6	12	33	34	12	185	7713.5
est. 2005	10187	2993	747	738	153	31	18	14	0	1	4	3	36	48	18	147	5478
volume diff 04 to 05	-2109	-441	-130	-577	-200	-19	-9	-69	-8	-28	-2	-9	3	14	6	-38	-2236
% diff 04 to 05	-17%	-13%	-15%	-44%	-57%	-38%	-33%	-83%	-100%	-97%	-33%	-74%	9%	42%	52%	-21%	-29%
Ex Belmont																	
2003	66803	22955	3183	4726	1354	451	167	274		11	33	21	169	282	131	671	39328.25
2004	66342	22667	2905	4283	1223	473	174	295	5	34	25	23	46	562	107	625	38891.25
est. 2005	64514	22496	3047	3704	1204	531	204	280	4	14	10	8	59	910	168	613	38825
volume diff 04 to 05	-1828	-171	142	-579	-19	58	30	-15	-1	-20	-15	-15	13	348	61	-12	-67
% diff 04 to 05	-3%	-1%	5%	-14%	-2%	12%	17%	-5%	-20%	-60%	-60%	-65%	28%	62%	57%	-2%	0%
Ex Gutcher																	
2003	67159	22924	3164	4878	1430	430	180	283	3	14	50	36	200	320	141	774	40086.25
2004	66686	22881	3044	4469	1344	498	177	328	7	36	35	33	71	540	122	708	40107.5
est. 2005	63883	22231	3190	3724	1288	527	214	279	3	10	21	5	74	865	178	673	38958
volume diff 04 to 05	-2803	-650	146	-745	-56	29	37	-49	-4	-26	-14	-28	3	325	56	-35	-1149
% diff 04 to 05	-4%	-3%	5%	-17%	-4%	6%	21%	-15%	-57%	-73%	-40%	-84%	4%	60%	46%	-5%	-3%

2005 data was estimated to take account of 3 weeks of missing data (for the Fetlar crewed vessel) in August.

Sailings undertaken with no traffic conveyed.

2005	Total sailings recorded	'Empty' sailings	Proportion of total
ex Gutcher	9353	1142	12.2%
ex Belmont	8652	913	10.6%
ex Fetlar	1998	421	21.1%
Total	20003	2476	12.4%

Route performance against core timetable (analysed by port of departure)

1.11 2005	GUTCHER			BELMONT			FETLAR			WHOLE ROUTE		
	Scheduled Departures	Actual Departures	Reliability (%)	Scheduled Departures	Actual Departures	Reliability (%)	Scheduled Departures	Actual Departures	Reliability (%)	Scheduled Departures	Actual Departures	Reliability (%)
January	774	720	93.0%	717	669	93.3%	153	139	90.8%	1644	1528	92.9%
February	740	731	98.8%	688	684	99.4%	144	143	99.3%	1572	1558	99.1%
March	830	823	99.2%	770	765	99.4%	161	158	98.1%	1761	1746	99.1%
April	792	760	96.0%	737	709	96.2%	154	146	94.8%	1683	1615	96.0%
May	783	781	99.7%	731	722	98.8%	154	153	99.4%	1668	1656	99.3%
June	769	767	99.7%	716	713	99.6%	151	150	99.3%	1636	1630	99.6%
July	778	776	99.7%	730	729	99.9%	153	153	100.0%	1661	1658	99.8%
August*	797	668	83.8%	739	656	88.8%	157	118	75.2%	1693	1442	85.2%
September	769	765	99.5%	716	713	99.6%	151	151	100.0%	1636	1629	99.6%
October	773	771	99.7%	719	711	98.9%	152	152	100.0%	1644	1634	99.4%
November	772	723	93.7%	714	668	93.6%	152	138	90.8%	1638	1529	93.3%
December	761	742	97.5%	704	691	98.2%	151	148	98.0%	1616	1581	97.8%
Total	9338	9027	96.7%	8681	8430	97.1%	1833	1749	95.4%	19852	19206	96.7%

* - August figures are understated due to a missing log book (Fetlar vessel for 3 weeks)

With August removed from the analysis, the total figures were as follows:-

2005	GUTCHER			BELMONT			FETLAR			WHOLE ROUTE		
	Scheduled Departures	Actual Departures	Reliability (%)	Scheduled Departures	Actual Departures	Reliability (%)	Scheduled Departures	Actual Departures	Reliability (%)	Scheduled Departures	Actual Departures	Reliability (%)
Total	8541	8359	97.9%	7942	7774	97.9%	1676	1631	97.3%	18159	17764	97.8%

Take up of 'bookable' sailings recorded (includes community hires)

1.13 2005	Daytime Additional Operated	Bookable Available	Hire and Bookable Operated	Bookable Uptake (%)
January	5	73	21	28.8%
February	2	76	22	28.9%
March	7	85	41	48.2%
April	14	84	42	50.0%
May	4	110	50	45.5%
June	24	112	69	61.6%
July	90	120	67	55.8%
August	30	110	53	48.2%
September	29	112	49	43.8%
October	14	118	54	45.8%
November	6	110	56	50.9%
December	4	107	44	41.1%
Total	229	1217	568	46.7%

Daytime additional operated - includes sailings which are put on over and above the core timetable but are provided within the timings of the core timetable.

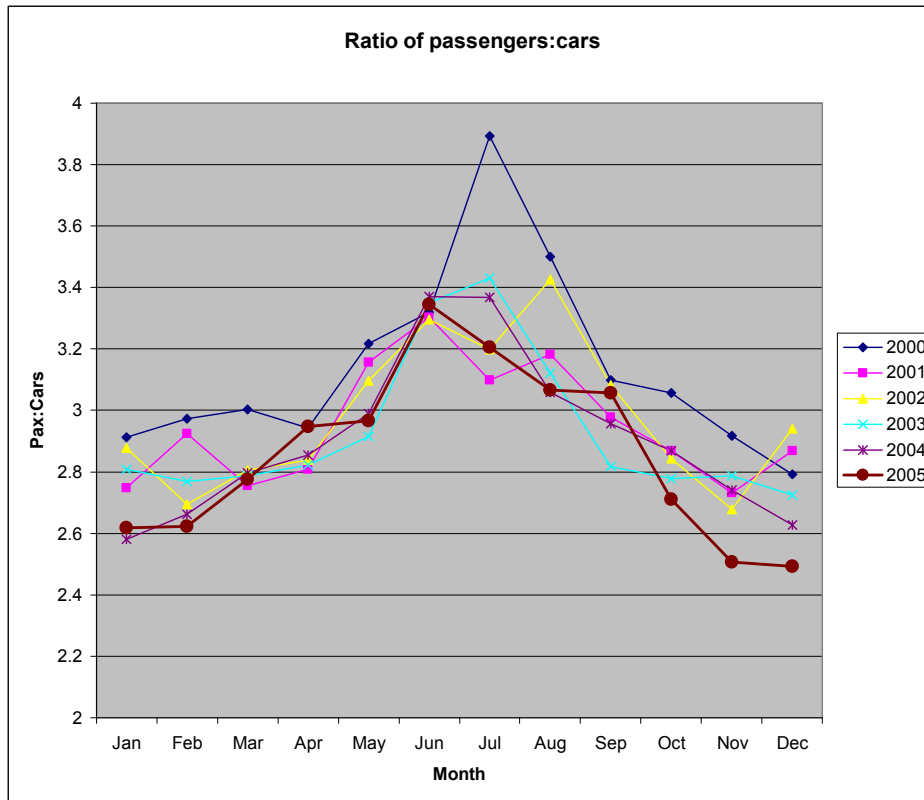
Bookable available - the total number of bookable sailings advertised.

Hire and bookable uptake - the total of bookable and community hire sailings which were operated.

Sailings reported with traffic short-shipped (i.e. left behind)

1.14	Month													Grand Total	
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
2001								22	99	59	70	47	33	330	
2002	N/A														
2003	N/A														
2004		25	39	36	13	50	96	100	57	29	33	17	13		508
2005		11	34	43	22	41	147	47	33	75	34	11	6		504

Ratio of Passengers:Cars



Fares on Bluemull Sound were removed in September 2005.

Route 2 Bressay

Passenger demand

Demand has been relatively flat in recent years with 2005 carryings on a par with carryings in the 1998 – 2002 period. A slight peak occurred in 2003 and 2004.

Demand is seasonal with a noticeable peaking in June, July and August – the main visitor season.

Passenger capacity on the route is adequate with no evidence of constraints.

Vehicle demand

Like passengers, vehicle demand has been generally flat with a slight peaking in 2003 and 2004. Whilst demand is seasonal, seasonality is not as pronounced as that for passengers.

Overall vehicle deck utilisation is moderate peaking at 36% in July and August. Whilst utilisation can be high at certain times of the day, the ability to add in additional sailings when required removes any significant constraints.

The number of (reported) occasions where a sailing departs full and leaves traffic behind is very low. The peak year, 2003, saw 0.5% of sailings leaving traffic behind. (Observations suggest that this figure is understated – the number of sailings where the vehicle deck is at 90% loading or greater is approximately 1.5% of sailings.)

Route Performance

Reliability on the route is excellent with 99.5% of timetabled sailings being undertaken.

A number of additional (non-timetabled) sailings are undertaken on the route. This accounts for 6% of sailings outwith the visitor season and for over 11% of sailings during the visitor season (June to August).

(It should be noted that additional sailings take place most weekdays and have now become a regular 'non-scheduled' addition to the advertised timetable. The additional sailing typically operates during the evening commuter peak period.)

Route 2 - Bressay Service

Records available for analysis

2.1	1998	15609 (Vehicle carryings were not recorded until mid 1998)
	1999	15951
	2000	15951
	2001	15776
	2002	15908
	2003	15890
	2004	16085
	2005	16041

Vessels engaged on service (number of sailings)

2.2	Year	Bigga	Fylga	Grima	Leima	Thora	Grand Total
	1998			888	14721		15609
	1999		50	1209	14692		15951
	2000		152	1492	14307		15951
	2001			1035	14741		15776
	2002		21	990	14883	14	15908
	2003			989	14856	45	15890
	2004			863	15222		16085
	2005	404			15257	380	16041
	Grand Total	404	223	7466	118679	439	127211

Number of sailings by month

2.3	Year	Month												Grand Total
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
	1998	1238	1194	1328	1286	1322	1267	1341	1522	1286	1337	1255	1233	15609
	1999	1254	1154	1332	1281	1451	1290	1303	1568	1446	1368	1305	1199	15951
	2000	1202	1245	1338	1292	1327	1262	1360	1614	1397	1357	1304	1253	15951
	2001	1266	1192	1329	1319	1328	1441	1339	1342	1298	1340	1309	1273	15776
	2002	1258	1203	1378	1308	1348	1451	1331	1401	1293	1366	1313	1258	15908
	2003	1243	1223	1335	1279	1332	1427	1404	1393	1321	1354	1310	1269	15890
	2004	1294	1260	1361	1306	1349	1442	1377	1399	1304	1372	1325	1296	16085
	2005	1220	1250	1370	1334	1349	1405	1409	1434	1328	1363	1301	1278	16041
	Grand Total	9975	9721	10771	10405	10806	10985	10864	11673	10673	10857	10422	10059	127211

Monthly Passenger Carrying

2.4	Month												
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1998	14166	14541	15202	16396	18369	19368	20966	20175	16987	17476	14867	15275	203788
1999	14225	12826	16490	16544	18128	19579	19668	26044	17712	16992	15657	14678	208543
2000	12757	14546	16229	17515	18498	18049	19780	20011	16587	16465	15900	15849	202186
2001	15028	12850	16245	17105	17677	19182	19764	20737	17491	16548	15402	15764	203793
2002	14215	14502	17592	17132	18274	19750	19604	20325	17689	16695	15692	16102	207572
2003	14518	15034	16914	17625	19029	20526	22343	21698	18657	17713	16714	17344	218115
2004	15687	15429	18507	18756	19609	21152	21338	21084	17693	16730	16177	16206	218368
2005	13758	15005	17477	16245	18046	20726	21895	21134	17690	16529	14739	16678	209922
Grand Total	114354	114733	134656	137318	147630	158332	165358	171208	140506	135148	125148	127896	1672287

- Very little change in annual activity levels over the years.

Monthly passenger capacity utilisation

2.5	Month												
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1998	10%	10%	10%	11%	12%	13%	13%	13%	11%	11%	10%	10%	11%
1999	9%	9%	10%	11%	10%	13%	13%	15%	11%	10%	10%	10%	11%
2000	9%	10%	10%	11%	12%	12%	12%	12%	11%	10%	10%	11%	11%
2001	10%	9%	10%	11%	11%	13%	12%	13%	11%	10%	10%	10%	11%
2002	9%	10%	11%	11%	11%	13%	12%	12%	11%	10%	10%	11%	11%
2003	10%	10%	11%	11%	12%	14%	13%	13%	12%	11%	11%	11%	12%
2004	10%	10%	11%	12%	12%	14%	13%	13%	11%	10%	10%	10%	11%
2005	9%	10%	11%	10%	11%	14%	13%	12%	11%	10%	9%	11%	11%

Monthly PCU Carrying (Passenger Car equivalent Units)

2.6	Month												
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1998	0	0	0	0	317	6233	7331	7014	6500	7040	5923	5736	46094
1999	5566	5169	6415	5950	7229	7054	7430	8041	7801	7638	7489	5768	81548
2000	5340	6405	6979	5741	6669	6284	7273	7858	6528	7071	6435	5534	78115
2001	5986	5140	6484	6595	6286	6244	7572	8066	6613	6663	6720	5570	77937
2002	5771	6040	6801	6601	7151	6483	7609	8114	6532	7513	7337	6979	82930
2003	6422	6629	6964	6894	7049	6807	8877	9088	7024	7606	6954	6547	86857
2004	6722	6640	7987	6596	7241	7188	8939	8690	6539	7215	6718	6216	86689
2005	5435	6332	6932	6301	6918	7383	9985	10423	6634	7141	6085	5814	85381
Grand Total	41240	42354	48561	44676	48858	53675	65014	67292	54170	57886	53660	48163	625550

Monthly vehicle deck utilisation

2.7	Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
1998						25%	27%	33%	25%	26%	24%	23%	26%
1999	22%	22%	24%	23%	25%	27%	29%	36%	32%	28%	29%	24%	27%
2000	22%	26%	26%	22%	25%	25%	27%	35%	29%	28%	25%	22%	26%
2001	24%	22%	24%	25%	24%	34%	28%	30%	25%	25%	26%	22%	26%
2002	23%	25%	25%	25%	27%	32%	29%	31%	25%	28%	28%	28%	27%
2003	26%	28%	26%	27%	26%	36%	32%	33%	27%	28%	27%	26%	29%
2004	26%	26%	30%	25%	27%	36%	32%	31%	25%	26%	25%	24%	28%
2005	22%	25%	25%	24%	26%	33%	36%	36%	25%	26%	23%	23%	27%

Number of sailings where vehicle deck is 90% or more full

2.8	Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
1998						7	18	70	12	19	18	14	158
1999	13	10	14	10	10	20	27	83	57	34	44	10	332
2000	9	11	28	15	14	19	19	92	52	35	12	7	313
2001	14	10	10	7	8	64	21	38	21	17	24	5	239
2002	8	10	17	9	10	49	22	31	13	19	15	33	236
2003	20	24	10	10	6	86	25	33	18	21	25	20	298
2004	21	20	20	6	9	53	18	18	5	11	11	11	203
2005	8	4	5	8	5	39	40	54	8	7	3	4	185

- No evidence of capacity constraints on this route.

Route performance against core timetable

Month	Core scheduled	Core completed	Reliability	Additional	Total sailings
Jan '05	1192	1143	95.9%	74	1217
Feb	1136	1136	100.0%	112	1248
Mar	1256	1253	99.8%	116	1369
Apr	1222	1222	100.0%	101	1323
May	1254	1254	100.0%	82	1336
Jun	1216	1216	100.0%	188	1404
Jul	1260	1260	100.0%	150	1410
Aug	1286	1281	99.6%	145	1426
Sep	1270	1269	99.9%	58	1327
Oct	1310	1309	99.9%	52	1361
Nov	1268	1249	98.5%	45	1294
Dec	1240	1236	99.7%	40	1276
Total	14910	14828	99.5%	1163	15991

Reliability is defined as the number of scheduled (core) sailings completed divided by the number of scheduled (core) sailings

Sailings reported with traffic short-shipped (i.e. left behind)

Year	Month												Grand Total	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
1999				3	1	2	4	10	2	14	14	12	2	58
2000							4	3	1	4	3	7	2	30
2001	9			3	1			4	2	2	6	3	2	32
2002	2	4		2	7	5		4	20	3	13	5	8	73
2003	9	8		5	8	6	1	25	5	1	4	7	7	86
2004	4	4		1		1		2	5	1	1		1	20
2005				1	1						1		1	4
Grand Total	24	17	15	17	17	14	9	48	35	25	42	34	23	303

Route 3 Whalsay

Passenger demand

Growth has been strong on the route over the last 4 years. Demand is seasonal with volumes conveyed in July and August nearing twice that of volumes in January.

Passenger capacity on the route is adequate with no evidence of constraints.

Vehicle demand

Like passengers, vehicle demand has grown strongly in the last 4 years. Whilst demand is seasonal, seasonality is not as pronounced as that for passengers.

Overall vehicle deck utilisation is high – the highest in the SIC network.

There is evidence of capacity constraints on the route throughout the year with demand peaking during the morning and evening commuter periods. Capacity utilisation at these times is approaching the level (c. 70%) where demand is likely to be significantly affected by capacity constraints.

Route Performance

Reliability on the route is very good with 98.3% of timetabled sailings being undertaken. The availability of a diversionary port (Vidlin) is a significant factor in this.

Approximately 8% of sailings on the route divert to Vidlin.

Utilisation of the 'request only' sailings is high with more than 60% uptake of these sailings.

Route 3 - Whalsay Service

Records available for analysis

3.1	2000	12303
	2001	12373
	2002	10692 (Some log books missing)
	2003	12309
	2004	12356
	2005	12193

Vessels engaged on service (number of sailings)

3.2 Year	Vessel						Grand Total
	BIGGA	GEIRA	GRIMA	HENDRA	LINGA	THORA	
2000			1100	6950		4253	12303
2001			722	6966		4685	12373
2002		1181	904	3099	3742	1766	10692
2003		4956	294		6190	869	12309
2004		4755			7027	574	12356
2005	1995	1997		1818	5753	630	12193
Grand Total	1995	12889	3020	18833	22712	12777	72226

Number of sailings by month

3.3 Year	Month												Grand Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2000	932	966	1040	1036	1062	1033	1064	1068	1030	1054	1030	988	12303
2001	964	940	1052	1027	1062	1036	1069	1074	1046	1064	1046	993	12373
2002	992	960	1067	1013	1072	1058	847	702	643	485	972	881	10692
2003	961	970	1063	1014	1062	1032	1066	1050	1036	1064	1008	986	12312
2004	966	938	1083	1034	1068	1030	1074	1064	1018	1050	1026	1007	12358
2005	936	953	1089	1014	1049	1036	1059	1045	1046	1028	957	981	12193
Grand Total	5751	5727	6394	6138	6375	6225	6179	6003	5819	5745	6039	5836	72231

Monthly passenger carryings

3.4		Month												Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
2000	8477	10531	11975	12735	14302	14322	13498	15035	12994	11492	10552	9969	145882	
2001	9031	7542	10532	11886	13250	12916	12818	14320	12231	11412	10749	11335	138022	
2002	9303	9605	12878	13208	14291	14984	12017	9486	8317	4981	10548	10894	130512	
2003	8964	10208	11875	12785	13948	14159	15867	16406	14427	12377	11312	11500	153828	
2004	8990	9119	12628	14029	15106	15416	15367	15377	13426	13150	12641	12126	157375	
2005	9720	10969	12927	13264	15313	15968	18317	16795	15477	13042	11658	12566	166016	
Grand Total	54485	57974	72815	77907	86210	87765	87884	87419	76872	66454	67460	68390	891635	

Monthly passenger capacity utilisation

3.5		Month												Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
2000	10%	12%	13%	14%	15%	15%	14%	16%	14%	12%	11%	11%	13%	
2001	10%	9%	11%	13%	14%	14%	13%	15%	13%	12%	11%	13%	12%	
2002	10%	11%	13%	14%	15%	16%	16%	15%	14%	11%	12%	14%	14%	
2003	10%	12%	12%	14%	15%	15%	17%	17%	15%	13%	12%	13%	14%	
2004	11%	11%	14%	15%	16%	17%	16%	16%	15%	14%	14%	14%	15%	
2005	12%	13%	13%	15%	16%	17%	19%	18%	16%	14%	14%	14%	15%	

Monthly PCU's (Passenger Car equivalent Units)

3.6		Month												Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
2000	4555	5489	6085	6034	6923	6981	5877	6602	6581	5874	5618	5189	71807	
2001	4502	3907	5604	5875	6531	6273	5894	6453	6152	6118	5986	5704	68998	
2002	5016	5497	6753	6694	7469	7400	5521	4396	4039	2615	5458	5385	66242	
2003	4601	5063	6012	6435	7094	6814	7539	7669	7590	6545	5971	6162	77491	
2004	4939	4889	7039	6941	7174	7622	7126	7440	6710	6712	6974	6512	80076	
2005	5096	5922	6989	6757	7583	7669	8021	7990	7865	6726	6347	6627	83589	
Grand Total	28708	30766	38482	38736	42773	42758	39976	40549	38936	34590	36352	35578	448203	

Monthly Vehicle Deck Utilisation

3.7		Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average	
2000	39%	44%	46%	46%	51%	53%	48%	49%	50%	43%	43%	41%	46%	
2001	37%	33%	42%	45%	48%	47%	46%	49%	46%	45%	45%	45%	44%	
2002	40%	45%	49%	46%	47%	49%	44%	42%	54%	44%	46%	46%	46%	
2003	37%	47%	49%	48%	49%	49%	51%	53%	53%	46%	43%	46%	48%	
2004	39%	45%	47%	49%	49%	54%	49%	51%	49%	47%	50%	48%	48%	
2005	40%	47%	47%	47%	48%	54%	55%	52%	50%	43%	44%	45%	48%	

Vehicle deck utilisation >90% (number of sailings)

3.8		Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
2000	42	66	85	89	92	116	100	95	107	60	65	78	995	
2001	39	29	59	84	101	94	83	98	75	71	62	105	900	
2002	36	61	100	56	78	103	57	46	80	20	80	104	821	
2003	39	134	154	105	113	123	123	166	160	111	94	126	1448	
2004	70	106	121	137	128	176	115	148	131	110	153	136	1531	
2005	77	118	114	88	109	161	199	152	113	63	64	108	1366	
Grand Total	303	514	633	559	621	773	677	705	666	435	518	657	7061	

Average vehicle deck utilisation - Commuter Sailings*

		Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
2000	47.6%	51.9%	55.9%	59.8%	63.3%	61.0%	64.0%	61.0%	58.9%	58.5%	54.4%	59.4%	58.0%	
2001	45.9%	41.4%	57.0%	62.7%	67.5%	66.8%	63.7%	61.6%	67.5%	63.5%	60.3%	56.0%	59.7%	
2002	50.3%	59.9%	68.5%	58.6%	57.6%	59.8%	55.4%	55.6%	64.7%	51.7%	59.5%	56.2%	58.3%	
2003	48.5%	67.5%	71.3%	64.8%	66.9%	68.2%	68.7%	68.2%	70.9%	66.6%	70.8%	65.1%	66.5%	
2004	59.4%	64.8%	71.4%	72.3%	74.7%	77.8%	68.9%	69.6%	71.7%	68.7%	72.9%	61.4%	69.6%	
2005	58.2%	66.2%	63.8%	67.0%	63.7%	66.8%	70.3%	65.0%	67.3%	61.3%	60.6%	61.4%	64.4%	

*Commuter sailings are defined as ex Symbister 0630, 0710, 0750, 0850 and ex Laxo 1700, 1745, 1830, 2030.

Route performance against core timetable

Month	Core scheduled	Core completed	Reliability	Additional*	Total sailings
Jan '05	974	911	93.5%	1	912
Feb	920	913	99.2%	8	921
Mar	1020	1014	99.4%	33**	1047
Apr	988	973	98.5%	2	975
May	1014	1007	99.3%	0	1007
Jun	988	986	99.8%	0	986
Jul	1012	1012	100.0%	4	1016
Aug	1012	1007	99.5%	4	1011
Sep	982	982	100.0%	7	989
Oct	1014	982	96.8%	0	982
Nov	986	924	93.7%	4	928
Dec	958	950	99.2%	0	950
Total	11868	11661	98.3%	63	11724

* - Additional includes sailings which are undertaken during the core part of the timetabled day. Excludes 'request' sailings and Community Hires.

** - Three vessels on service for 6 days in early March (Linga away for overhaul).

Reliability is defined as the number of scheduled (core) sailings completed divided by the number of scheduled (core) sailings

Use of Vidlin as a Diversionary Port

Month	Sailings undertaken	Diverted to Vidlin	%
Jan '05	934	116	12.4%
Feb	953	122	12.8%
Mar	1089	80	7.3%
Apr	1014	154	15.2%
May	1049	20	1.9%
Jun	1036	4	0.4%
Jul	1059	16	1.5%
Aug	1045	48	4.6%
Sep	1046	126	12.0%
Oct	1028	112	10.9%
Nov	956	38	4.0%
Dec	981	162	16.5%
Total	12190	998	8.2%

Analysis of 'Request' sailings (i.e. 22:35 and 23:10)

3.13

Month	Sailings possible	Sailings undertaken	Uptake
Jan '05	58	19	32.8%
Feb	56	32	57.1%
Mar	62	42	67.7%
Apr	60	37	61.7%
May	62	40	64.5%
Jun	60	46	76.7%
Jul	62	37	59.7%
Aug	62	34	54.8%
Sep	60	51	85.0%
Oct	62	44	71.0%
Nov	60	30	50.0%
Dec	56	31	55.4%
Total	720	443	61.5%

Note: A further 27 sailings are recorded in the database. These are likely to be emergency sailings or 'Community Hires'. Most took place on Saturdays and Sundays.

No sailings with Vehicles Unable to Transit were recorded.

Route 4 Yell

Passenger demand

Growth on the route has been modest during the last 6 years peaking in 2004. Demand is seasonal with volumes conveyed in July and August nearing twice that of volumes in January.

Passenger capacity on the route is adequate with no evidence of constraints. (It should be noted that the new vessels introduced in summer 2004 have capacity for up to 144 passengers. The figures shown are based on a capacity of 90 passengers.)

Vehicle demand

Like passengers, vehicle demand has shown a modest increase in the last 6 years peaking in 2003. Whilst demand is seasonal, seasonality is not as pronounced as that for passengers.

Overall vehicle deck utilisation peaks in July, however, average monthly utilisation is typically between 20 and 35%. This is to be expected as the vessels deployed on the route are new and have a 20+ year design life.

Prior to the introduction of the new vessels in summer 2004, vehicle deck utilisation was high to the point of demand being deterred from travelling. Had it not been for the deployment of a 3rd vessel on the route during the summers of 2002, 2003 and 2004 (prior to mid August), significant constraints would have arisen.

Route Performance

Reliability on the route is very good with 98.4% of timetabled sailings being undertaken in 2005. This figure is slightly lower than that achieved in 2001, however, this may be down to differing weather patterns between the two years and/or the ever greater attention being given to passenger comfort and safety.

Customer utilisation of the 'request only' sailings is moderate with a 50% uptake of these sailings.

Route 4 - Yell Sound

Records available for analysis

4.1	1998	16075 (Limited data for January and February)
	1999	19182
	2000	19572
	2001	19039
	2002	19661
	2003	21394
	2004	20585 (New vessels commenced service summer 2004)
	2005	18075

Vessels engaged on service (number of sailings)

4.2 Year	Vessel									Grand Total
	Bigga	Dagalien	Daggri	Fiva	Fylga	Geira	Grima	Hendra	Thora	
1998	8923				23	6143	118		868	16075
1999	10844					7535	803			19182
2000	11048			410		7464	650			19572
2001	10707				84	7254	994			19039
2002	10593			2	100	4728	876	2883	479	19661
2003	11475						1352	7151	1416	21394
2004	5805	3206	4296				585	5412	1281	20585
2005	778	8534	8762	1						18075
Grand Total	70173	11740	13058	413	207	33124	5378	15446	4044	153583

Number of sailings by month

4.3 Year	Month												Grand Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1998	11		1591	1599	1650	1598	1660	1638	1594	1658	1546	1530	16075
1999	1518	1466	1652	1592	1647	1587	1663	1704	1585	1663	1601	1504	19182
2000	1493	1544	1656	1601	1666	1781	1765	1655	1590	1645	1602	1574	19572
2001	1538	1394	1591	1584	1650	1595	1643	1655	1702	1647	1584	1456	19039
2002	1549	1473	1644	1595	1845	1798	1741	1723	1624	1635	1572	1462	19661
2003	1544	1484	1651	1687	1999	1929	2021	1941	1922	2030	1639	1547	21394
2004	1569	1481	1754	1856	1865	1834	1800	1908	1650	1679	1640	1549	20585
2005	1515	1525	1665	1487	1506	1510	1539	1530	1469	1522	1422	1385	18075
Grand Total	10737	10367	13204	13001	13828	13632	13832	13754	13136	13479	12606	12007	153583

Monthly passenger carryings

4.4	Month													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998	185		15398	17365	22229	23139	25165	25617	18391	16997	14624	14847	193957	
1999	13411	11566	15810	17169	19691	23016	25024	28249	18336	16897	15461	15206	219836	
2000	13436	14358	16478	17748	20457	23948	26358	25656	18942	17589	15930	15516	226416	
2001	13805	10205	14902	17169	19652	22805	23770	24553	18600	17271	14983	15235	212950	
2002	13877	14147	17403	17451	20968	23448	25531	26498	20949	17877	16122	16140	230411	
2003	13958	15027	18281	19652	21643	25588	29593	28161	21603	20694	18395	17752	250347	
2004	13849	13671	19052	20468	21788	26464	29904	27711	22290	20304	17894	18283	251678	
2005	14185	15619	18656	19857	21920	25930	28155	27278	22938	20082	17520	18241	250381	
Grand Total	96706	94593	135980	146879	168348	194338	213500	213723	162049	147711	130929	131220	1835976	

Monthly passenger capacity utilisation

4.5	Month													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998	19%		11%	12%	15%	16%	17%	17%	13%	11%	11%	11%	13%	
1999	10%	9%	11%	12%	13%	16%	17%	18%	13%	11%	11%	11%	13%	
2000	10%	10%	11%	12%	14%	15%	17%	17%	13%	12%	11%	11%	13%	
2001	10%	8%	10%	12%	13%	16%	16%	16%	12%	12%	11%	12%	12%	
2002	10%	11%	12%	12%	13%	14%	16%	17%	14%	12%	11%	12%	13%	
2003	10%	11%	12%	13%	12%	15%	16%	16%	12%	11%	12%	13%	13%	
2004	10%	10%	12%	12%	13%	16%	18%	16%	15%	13%	12%	13%	14%	
2005	10%	11%	12%	15%	16%	19%	20%	20%	17%	15%	14%	15%	15%	

Monthly PCU carryings (Passenger Car equivalent Units)

4.6	Month													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998					1147	11843	12998	11997	11053	10616	9131	8885	77668	
1999	8026	7155	9960	10085	10848	12301	13552	13373	11701	10720	10879	9227	127827	
2000	8268	9078	10490	10619	12083	14584	14429	14415	12193	12352	11454	10527	140492	
2001	9515	7617	10496	10778	11847	13703	12757	13643	12145	11791	10691	9499	134480	
2002	9331	9551	11162	11350	12665	13486	14138	15346	13460	13149	11545	10357	145538	
2003	10323	11106	12943	12985	13852	15401	15841	15571	14566	14361	13375	12303	162627	
2004	10044	9457	13556	13414	13739	15070	15475	14789	14783	13657	12733	11580	158294	
2005	9088	10451	12390	12272	13435	14753	14555	15198	14932	13771	12357	11767	154966	
Grand Total	64595	64414	80995	81503	89614	111139	113745	114330	104831	100416	92164	84144	1101890	

Monthly Vehicle Deck Utilisation

4.7	Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
1998					5%	55%	58%	55%	51%	50%	44%	43%	36%
1999	40%	36%	45%	48%	55%	57%	60%	59%	54%	48%	51%	45%	50%
2000	41%	44%	47%	49%	60%	62%	60%	65%	57%	55%	53%	50%	54%
2001	46%	41%	49%	50%	61%	63%	57%	60%	53%	53%	49%	48%	53%
2002	44%	49%	50%	52%	56%	59%	54%	59%	58%	59%	49%	47%	53%
2003	44%	51%	52%	52%	51%	54%	53%	54%	52%	52%	54%	53%	52%
2004	44%	43%	54%	49%	50%	56%	50%	45%	29%	27%	26%	27%	42%
2005	19%	22%	24%	27%	32%	38%	35%	33%	33%	29%	28%	27%	29%

Number of sailings where vehicle deck is 90% or more full

4.8	Month												
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
1998					32	269	352	311	249	260	191	179	1843
1999	125	113	168	205	305	270	398	408	278	235	274	206	2985
2000	156	157	211	222	391	446	399	475	286	287	268	274	3572
2001	177	151	251	223	405	416	325	318	253	276	209	228	3232
2002	152	198	213	226	354	397	195	293	264	322	148	155	2917
2003	104	184	198	179	216	255	265	286	242	235	260	209	2633
2004	130	120	210	154	177	260	232	218	13	21	21	19	1575
2005	1	4	4	6	27	66	53	35	18	16	6	13	249
Grand Total	845	927	1255	1215	1907	2379	2219	2344	1603	1652	1377	1283	19006

Service Reliability

Month	Core scheduled	Core completed	Reliability	Additional*	Total sailings
Jan '01	1518	1513	99.7%	2	1515
Feb	1448	1379	95.2%	2	1381
Mar	1610	1550	96.3%	3	1553
Apr	1546	1544	99.9%	2	1546
May	1618	1614	99.8%	2	1616
Jun	1562	1552	99.4%	8	1560
Jul	1604	1603	99.9%	0	1603
Aug	1619	1619	100.0%	1	1620
Sep	1550	1548	99.9%	114	1662
Oct	1618	1616	99.9%	0	1616
Nov	1564	1548	99.0%	4	1552
Dec	1464	1421	97.1%	4	1425
Total	18721	18507	98.9%	142	18649

Month	Core scheduled	Core completed	Reliability	Additional*	Total sailings
Jan '05	1503	1420	94.5%	2	1422
Feb	1434	1425	99.4%	1	1426
Mar	1556	1537	98.8%	4	1541
Apr	1384	1381	99.8%	0	1381
May	1398	1398	100.0%	4	1402
Jun	1368	1357	99.2%	10	1367
Jul	1398	1387	99.2%	0	1387
Aug	1416	1380	97.5%	1	1381
Sep	1368	1368	100.0%	2	1370
Oct	1398	1380	98.7%	8	1388
Nov	1368	1294	94.6%	0	1294
Dec	1264	1258	99.5%	0	1258
Total	16855	16585	98.4%	32	16617

* - Additional includes sailings which are undertaken during the core part of the timetabled day.

Reliability is defined as the number of scheduled (core) sailings completed divided by the number of scheduled (core) sailings

Uptake of 'bookings only' sailings

Month	Bookable Sailings possible	Bookable Sailings undertaken	Uptake
Jan '05	232	93	40.1%
Feb	224	99	44.2%
Mar	248	124	50.0%
Apr	240	106	44.2%
May	248	108	43.5%
Jun	240	143	59.6%
Jul	248	152	61.3%
Aug	248	119	48.0%
Sep	240	129	53.8%
Oct	248	134	54.0%
Nov	240	128	53.3%
Dec	224	127	56.7%
Total	2880	1462	50.8%

Sailings reported with traffic short-shipped (i.e. left behind)

Year	Month												Grand Total	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
2001														16
2002		7				9								
2003									89	265	111	79		544
2004	38	23	100	96	91	149	60				4	4		565
2005					14	27	12	12						65
Grand Total	38	30	100	96	105	185	72	12	89	265	115	83		1190

The introduction of the new vessels in August 2004 brought about a marked reduction in the number of sailings which left vehicles behind.

Route 5

Fair Isle

Passenger demand

Very low in the winter months with a noticeable increase during the duration of the summer timetable (May to September). There is some evidence of capacity constraints in July and August.

Demand on the Fair Isle/Lerwick service has been relatively static over the years.

Passenger demand, whilst low in absolute terms, has been relatively flat over the years.

Vehicle demand

The volumes of vehicles conveyed on the service are very low and there is no evidence of capacity constraints.

Loose freight and livestock

No evidence of constraints.

A second vessel (typically, the Papa Stour vessel) can be called on if required to assist with heavy loads and/or large numbers of livestock.

Route Performance

As the timetable is primarily demand responsive, it is difficult to determine the overall performance of sailings demanded as no record exists of cancelled sailings. The timetable allows for weather disruptions and advises customers that sailings may be rescheduled to the following day.

Route 5 - Fair Isle Service

Records available for analysis

5.1	1998	208 (part year - records for January and February were incomplete)
	1999	219
	2000	237
	2001	219
	2002	229
	2003	223
	2004	219
	2005	118 (part year - no records available for MV Good Shepherd from 21/7)

Vessels engaged on service (number of sailings)

5.2	Vessel				
	Year	Good Shepherd	Old Filla	Snolda	Grand Total
	1998	206	2		208
	1999	212	7		219
	2000	226	11		237
	2001	213	6		219
	2002	225	4		229
	2003	223			223
	2004	217		2	219
	2005	110		8	118
	Grand Total	1632	30	10	1672

- MV Snolda (Old Filla) provide backup freight movements as and when required e.g. scrap car removal, livestock movements

Number of sailings by month (MV Good Shepherd only)

5.3	Month													
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
	1998	8	7	14	10	24	30	32	27	28	8	8	10	206
	1999	8	6	11	8	26	35	30	30	30	10	8	10	212
	2000	8	10	9	12	29	27	30	33	36	12	10	10	226
	2001	10	8	10	8	30	26	28	34	27	10	8	14	213
	2002	10	6	11	12	27	28	33	33	32	10	10	13	225
	2003	8	11	7	12	34	25	32	32	32	8	10	12	223
	2004	8	8	11	10	29	25	33	34	29	12	10	8	217
	2005	8	9	12	12	24	26	19						110
	Grand Total	68	65	85	84	223	222	237	223	214	70	64	77	1632

- well defined summer and winter timetable periods.

Monthly Passenger Carrying

5.4	Month													Grand Total
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1998	3	1	20	14	90	169	238	203	103	17	4	8	870	
1999	7	6	5	8	86	189	212	227	106	21	10	10	887	
2000	4	11	10	24	143	165	205	195	151	39	12	4	963	
2001	4	5	2	8	86	148	224	262	92	20	6	4	861	
2002	8	3	5	16	104	112	270	265	129	13	7	16	948	
2003	11	1	3	7	106	173	220	208	80	9	3	6	827	
2004	5	5	7	16	103	161	239	218	90	37	13	1	895	
2005	2	0	5	15	102	159	112						395	
Grand Total	44	32	57	108	820	1276	1720	1578	751	156	55	49	6646	

- highly seasonal service with a July/August peak

Monthly Vehicle Carrying (includes trailers, plant etc.)

5.5	Month													Grand Total
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1998	0	0	0	0	0	0	0	0	0	0	0	0	0	
1999	0	0	0	0	0	0	0	0	8	5	9	1	23	
2000	2	3	6	6	8	6	22	18	11	9	12	3	106	
2001	4	1	6	3	13	14	8	9	9	5	4	3	79	
2002	1	2	6	5	7	1	13	17	10	1	7	6	76	
2003	0	4	3	5	12	9	10	12	5	2	7	9	78	
2004	2	2	3	4	11	14	12	12	12	12	7	1	92	
2005	0	1	10	6	8	19	9						53	
Grand Total	9	13	34	29	59	63	74	68	55	34	46	23	507	

Monthly passenger utilisation for MV Good Shepherd

5.6

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
1998	3.13%	1.19%	11.90%	11.67%	31.25%	46.94%	61.98%	62.65%	30.65%	17.71%	3.13%	6.67%	35.15%
1999	7.29%	8.33%	3.79%	8.33%	27.56%	45.00%	58.89%	63.06%	29.44%	17.50%	2.08%	8.33%	34.55%
2000	4.17%	9.17%	9.26%	16.67%	41.09%	50.93%	56.94%	49.24%	32.87%	20.14%	7.50%	3.33%	34.70%
2001	3.33%	5.21%	1.67%	8.33%	23.89%	46.15%	66.67%	64.22%	28.40%	16.67%	6.25%	2.38%	33.53%
2002	6.67%	4.17%	3.79%	11.11%	32.10%	33.33%	68.18%	66.92%	33.59%	10.83%	5.83%	10.26%	35.11%
2003	11.46%	0.76%	3.57%	4.86%	25.98%	57.67%	57.29%	54.17%	20.83%	9.38%	2.50%	4.17%	30.90%
2004	5.21%	5.21%	5.30%	13.33%	29.31%	53.67%	60.35%	53.43%	25.86%	25.69%	10.83%	1.04%	34.33%
2005	2.08%	0.00%	3.47%	10.42%	35.42%	50.96%	46.93%						29.55%
Grand Total	5.39%	4.10%	5.59%	10.71%	30.61%	47.75%	60.30%	58.97%	28.89%	17.38%	5.60%	5.30%	33.73%

- high average utilisation levels in the summer would suggest that capacity constraints exist

Sailings carrying 10 or more passengers by month (MV Good Shepherd only)

5.10

Year	Feb	Apr	May	Jun	Jul	Aug	Sep	Oct	Grand Total
1998			1	10	13	11	2		37
1999			2	10	11	13	4		40
2000	1		4	5	11	8	6	1	36
2001				6	15	16	2		39
2002			4	3	17	17	3		44
2003			1	7	13	11	1		33
2004		1	1	6	12	11	2		33
2005			1	3	4				8
Grand Total	1	1	14	50	96	87	20	1	270

Passengers carried on Fair Isle/Lerwick service (MV Good Shepherd only)

5.11	Month							
Year	Feb	Mar	May	Jun	Jul	Aug	Sep	Grand Total
1998			29	12	23	25	14	103
1999			11	19	38	1	9	78
2000		1	16	33	23	16	5	94
2001			22	12	39	17	11	101
2002		0	28	10		28	10	76
2003			20	17	13	1	10	61
2004		0	2	11	43	18	1	75
2005	0	0	4	37	10			51
Grand Total	0	1	132	151	189	106	60	639

- Includes passengers that went to/from Lerwick via Sumburgh

Route performance against timetable

5.12	Month	Core scheduled	Core completed*	Reliability	Additional*	Total sailings
	Jul '04	28	28	100%	5	33
	Aug	26	26	100%	8	34
	Sep	26	19	73%	10	29
	Oct	8	8	100%	4	12
	Nov	10	10	100%	0	10
	Dec	8	6	75%	2	8
	Jan '05	8	6	75%	2	8
	Feb	8	8	100%	1	9
	Mar	10	8	80%	6	14
	Apr	8	8	100%	6	14
	May	26	24	92%	0	24
	Jun	26	26	100%	0	26
	Total	192	177	92%	44	221

* - Allows for sailings which have been delayed to the following day(s).

** - Additional includes all bookable sailings, community hires and all additional sailings recorded (without reason)

Reliability is defined as the number of scheduled sailings completed / number of scheduled sailings.

Route 6

Foula

Passenger demand

Very low in the winter months with a noticeable increase in the peak season (June to August). There is no evidence of capacity constraints.

Passenger demand, whilst low in absolute terms, has been relatively flat over the years.

Vehicle demand

The volumes of vehicles conveyed on the service are very low and there is no evidence of capacity constraints.

Loose freight and livestock

No evidence of constraints.

A second vessel (typically, the Papa Stour vessel) can be called on if required to deal with unusual loads e.g. fuel tanker and plant equipment.

Route Performance

As the timetable is primarily demand responsive, it is difficult to determine the overall performance of sailings demanded as no record exists of cancelled sailings. The timetable allows for weather disruptions and advises customers that sailings may be rescheduled to the following day.

Route 6 - Foula Service

Records available for analysis

6.1 1998	221
1999	204
2000	165 (part year)
2001	208
2002	56 (part year)
2003	204
2004	192
2005	46 (part year - log book for first part of year was unavailable)

Vessels engaged on service (number of sailings)

Year	Vessel					Grand Total
	Koada	New Advance	Old Filla	Snolda	Spes Clara	
1998		217	4			221
1999	6	198				204
2000	6	155	4			165
2001		180	8		20	208
2002	8	40	8			56
2003	12	190	2			204
2004	2	180		10		192
2005		38		8		46
Grand Total	34	1198	26	18	20	1296

- MV Snolda/Old Filla was used to provide additional capacity when extra vehicles or freight (incl. fuel) demanded.
- MV's Koada and Spes Clara were used as relief vessels.

Number of sailings by month (excludes MV Snolda/Old Filla)

Year	Month												Grand Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1998	16	4	18	16	24	26	24	28	18	14	19	10	217
1999	10	8	16	16	25	28	26	26	21	8	10	10	204
2000	10	7	14	17	27	19	25	22	20				161
2001	17	14	14	20	25	19	18	30	18	12	11	2	200
2002									24	16	4	4	48
2003	4	8	16	18	21	15	24	16	26	27	11	16	202
2004	7	10	19	16	19	19	26	22	14	14	10	6	182
2005								2	12	10	6	8	38
Grand Total	64	51	97	103	141	126	143	146	153	101	71	56	1252

Monthly Passenger Carrying (excludes MV Snolda/Old Filla)

6.4	Sum of Pa	Month												Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998	4	1	14	7	12	37	110	66	13	1	7	0	272	
1999	3	1	15	9	14	48	86	85	19	9	0	0	289	
2000	1	1	13	20	38	69	57	64	6				269	
2001	3	3	1	6	24	13	45	56	10	8	0	2	171	
2002									16	1	0	0	17	
2003	0	1	12	3	18	28	67	33	10	43	3	0	218	
2004	0	11	11	13	13	35	91	47	12	5	3	0	241	
2005								0	9	2	0	0	11	
Grand Total	11	18	66	58	119	230	436	351	95	69	13	2	1488	

Monthly Vehicle Carrying (includes trailers, plant etc.) - (excludes MV Snolda/Old Filla)

6.5	Month													Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998	0	0	0	0	0	0	0	0	0	0	0	1	1	
1999	6	4	9	6	6	2	1	0	0	0	0	0	34	
2000	0	0	0	13	8	4	0	3	1				29	
2001	2	0	1	2	2	0	1	0	2	4	0	0	14	
2002									0	1	1	4	6	
2003	0	0	3	1	0	3	3	1	0	0	0	2	13	
2004	0	0	3	2	0	2	0	5	2	2	1	0	17	
2005								0	2	1	0	2	5	
Grand Total	8	4	16	24	16	11	5	9	7	8	2	9	119	

Monthly passenger utilisation (excludes MV Snolda/Old Filla)

6.6	Month													Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998	2.08%	2.08%	6.48%	3.65%	4.17%	11.86%	38.19%	19.64%	6.02%	0.60%	3.07%	0.00%	10.45%	
1999	2.50%	1.04%	7.81%	4.69%	4.67%	14.29%	27.56%	27.24%	7.54%	9.38%	0.00%	0.00%	11.81%	
2000	0.83%	1.19%	7.74%	9.80%	11.73%	30.26%	19.00%	24.24%	2.50%				13.92%	
2001	1.47%	1.79%	0.60%	2.50%	8.00%	5.70%	20.83%	15.56%	4.63%	5.56%	0.00%	8.33%	7.13%	
2002									5.56%	0.52%	0.00%	0.00%	2.95%	
2003	0.00%	1.04%	6.25%	1.39%	7.14%	15.56%	23.26%	17.19%	3.21%	13.27%	2.27%	0.00%	8.99%	
2004	0.00%	9.17%	4.82%	6.77%	5.70%	15.35%	29.17%	17.80%	7.14%	2.98%	2.50%	0.00%	11.03%	
2005								0.00%	6.25%	1.67%	0.00%	0.00%	2.41%	
Grand Total	1.43%	2.94%	5.67%	4.69%	7.03%	15.21%	26.49%	20.03%	5.17%	5.69%	1.53%	0.30%	9.92%	

Sailings carrying 10 or more passengers by month (excludes MV Snolda/Old Filla)

Year	May	Jun	Jul	Aug	Oct	Grand Total
1998			3	2		5
1999		1	1	3		5
2000	1	2	2	1		6
2001			1	1		2
2003		1	1	1	1	4
2004			1			1
Grand Total	1	4	9	8	1	23

Route performance against timetable

Month	Core scheduled	Core completed*	Reliability	Additional*	Total sailings
Jan '04	16	7	44%		7
Feb	16	10	63%		10
Mar	20	14	70%	6	20
Apr	18	16	89%	2	18
May	26	20	77%		20
Jun	26	18	69%	4	22
Jul	26	26	100%		26
Aug	26	20	77%	2	22
Sept	26	10	38%	4	14
Oct	16	14	88%		14
Nov	18	10	56%	2	12
Dec	18	6	33%		6
Total	252	171	68%	20	191

* - Allows for sailings which have been delayed to the following day(s).

** - Additional includes all bookable sailings, community hires and all additional sailings recorded (without reason).

Reliability is defined as the number of scheduled sailings completed / number of scheduled sailings.

Route 7

Papa Stour

Note: The introduction of MV Snolda (formerly the Out Skerries vessel MV Filla) to the Papa Stour route in March 2004 allowed the operation of a roll-on roll-off vehicle service for the first time.

Passenger demand

Passenger capacity utilisation is low in the winter rising to a high of c. 40% in the peak season (June to August). There is evidence of minor constraints on sailings to the island on Friday evenings and Wednesday mornings and off of the island on Friday mornings. This is principally due to the low number of passengers allowed to travel on the vessel at any one time – 12.

Passenger demand, whilst low in absolute terms, has been growing strongly recently.

Vehicle demand

The volumes of vehicles conveyed on the service are very low and few, if any, constraints exist.

Loose freight and livestock

No evidence of constraints.

Route Performance

Reliability of the service delivered is good when measured against the core timetable. (The core timetable is defined as the sailings which are non-bookable.) Less than half of the sailings actually undertaken are in the core timetable.

Route 7 - Papa Stour Service

Records available for analysis

7.1	1998	669
	1999	715
	2000	742
	2001	685
	2002	714
	2003	769
	2004	793
	2005	548 (part year - no data available after 31/8)

Vessels engaged on service (number of sailings)

7.2	Vessel					Grand Total	
	Year	Kooda	Old Filla	Snolda	Spes Clara		Thora
	1998	636			33	669	
	1999	653	4		58	715	
	2000	608	2		132	742	
	2001	188	4		493	685	
	2002	704	10			714	
	2003	769				769	
	2004	164		629		793	
	2005			516	32	548	
	Grand Total	3722	20	1145	716	32	5635

- Old Filla and Snolda are the same vessel. Old Filla refers to the period when she was the Skerries vessel.
- Prior to 2004, Old Filla provided additional sailings when freight/vehicle demand dictated.

Number of sailings by month

7.3	Month													Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998	10	50	54	56	70	64	62	74	65	58	56	50	669	
1999	55	42	60	63	72	61	76	66	68	58	50	44	715	
2000	52	50	52	62	64	71	74	66	74	68	58	51	742	
2001	58	40	54	60	58	60	63	70	67	63	60	32	685	
2002	50	52	67	5	70	86	74	68	70	54	58	60	714	
2003	55	56	68	60	69	72	68	65	76	74	60	46	769	
2004	60	46	62	64	77	73	70	66	69	82	64	60	793	
2005	60	56	56	68	70	70	87	81					548	
Grand Total	400	392	473	438	550	557	574	556	489	457	406	343	5635	

Monthly Passenger Carrying

7.4	Month													Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total	
1998	5	50	87	118	180	195	184	283	176	180	104	89	1651	
1999	116	63	95	135	196	162	319	330	151	136	83	92	1878	
2000	106	71	107	120	192	247	282	266	226	197	124	76	2014	
2001	87	46	91	131	189	181	190	289	179	168	105	53	1709	
2002	109	85	142	5	166	200	226	284	193	117	109	85	1721	
2003	60	123	134	124	176	219	267	283	211	312	150	82	2141	
2004	163	119	175	230	249	271	293	300	217	328	229	221	2795	
2005	204	145	182	251	316	337	362	360					2157	
Grand Total	850	702	1013	1114	1664	1812	2123	2395	1353	1438	904	698	16066	

- Passenger volumes for 2005 were approximately 20% up on the same period in 2004

Monthly Vehicle Carryings

7.5	Month													Grand Total
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1998	0	0	0	0	0	0	0	0	0	1	5	1	7	
1999	0	1	2	3	11	0	0	6	3	1	0	0	27	
2000	2	1	0	2	0	5	12	2	32	15	13	12	96	
2001	2	0	1	0	3	0	2	5	0	6	26	13	58	
2002	0	1	1	0	7	8	5	5	3	2	1	5	38	
2003	2	1	0	0	1	2	0	0	3	0	1	0	10	
2004	3	0	3	9	6	2	11	0	4	11	1	1	51	
2005	2	4	3	7	11	28	28	5					88	
Grand Total	11	8	10	21	39	45	58	23	45	36	47	32	375	

Monthly Passenger Utilisation

7.6	Month													Grand Total
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1998	4%	8%	13%	18%	21%	25%	25%	32%	23%	26%	15%	15%	21%	
1999	18%	13%	13%	18%	23%	22%	35%	42%	19%	20%	14%	17%	22%	
2000	17%	12%	17%	16%	25%	29%	32%	34%	25%	24%	18%	12%	23%	
2001	13%	10%	14%	18%	27%	25%	25%	34%	22%	22%	15%	14%	21%	
2002	18%	14%	18%	8%	20%	19%	25%	35%	23%	18%	16%	12%	20%	
2003	9%	18%	16%	17%	21%	25%	33%	36%	23%	35%	21%	15%	23%	
2004	23%	22%	24%	30%	27%	31%	35%	38%	26%	33%	30%	31%	29%	
2005	28%	22%	27%	31%	38%	40%	35%	37%					33%	
Grand Total	18%	15%	18%	21%	25%	27%	31%	36%	23%	26%	19%	17%	24%	

Sailings carrying 10 or more passengers by month

7.10	Month													
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
1998						2	2	2	8	3				17
1999		1		1	1	1	3	11	10	2	2			32
2000				1	4	5	5	10	6	4	3	2		40
2001					1	4	3	3	7	5	2		1	26
2002		1		2		3	2	2	11	1	1	1		24
2003			1	1	1	4	7	7	4	7	8	2	1	43
2004		3		2	5	2	7	6	8	7	9	2	3	54
2005		4	2	3	3	5	7	10	11					45
Grand Total		9	3	10	15	26	36	51	65	29	25	7	5	281

- No significant passenger capacity constraints exist. The final sailing of the day to the island can reach capacity on occasions in high summer.
- Timetable has ample scope for additional sailings to be undertaken if required - crew availability permitting.

Route performance against timetable (most recent 12 months)

7.12	Month	Core scheduled	Core completed	Reliability	Additional*	Total sailings
	Sept '04	34	32	94%	38	70
	Oct	36	36	100%	46	82
	Nov	34	32	94%	32	64
	Dec	36	30	83%	30	60
	Jan '05	34	28	82%	30	58
	Feb	32	28	88%	28	56
	Mar	34	26	76%	30	56
	Apr	36	34	94%	34	68
	May	34	32	94%	38	70
	Jun	34	34	100%	36	70
	Jul	36	36	100%	52	88
	Aug	36	34	94%	48	82
	Total	416	382	92%	442	824

* - Additional includes all bookable sailings, community hires and all additional sailings recorded (without reason)

Reliability is defined as the number of scheduled (core) sailings completed divided by the number of scheduled (core) sailings

Route 8 Skerries

Passenger demand

Underlying growth on the route has been running at approx. 5% p.a. Demand is seasonal with volumes conveyed in July and August exceeding twice that of volumes in January.

Volumes on the Lerwick service have grown strongly in recent years.

Passenger capacity on the route is adequate with no evidence of constraints.

Vehicle demand

Unlike passengers, vehicle demand has been relatively constant during the last 4 years. Whilst demand is seasonal, seasonality is not as pronounced as that for passengers.

2005 saw a significant upsurge in the number of vehicles using the Lerwick service.

Overall vehicle deck utilisation is low with no evidence of constraints.

Route Performance

Overall reliability on the route is good with 94% of timetabled sailings available for customer reservations.

Year 2005 weather related cancellations were proportionately greater than the number of recorded weather disruptions (Vidlin diversions) on the neighbouring Whalsay service.

Mechanical reliability is excellent.

Despite the service operating a 'bookings only' system, 90%+ of advertised sailings are utilised by customers.

Route 8 - Skerries Service

Old Filla finished on 24/6/03
New Filla delivered end May 03

Records available for analysis

8.1 1999	1869
2000	1857
2001	1909
2002	1970
2003	1961
2004	1909
2005	1894

Vessels engaged on service (number of sailings)

8.2 Year	Vessel					Grand Total
	Filla	Fylga	Grima	Old Filla	Thora	
1999			78	1791		1869
2000			88	1769		1857
2001		51	206	1652		1909
2002		6	100	1846	18	1970
2003	1029		3	918	11	1961
2004	1825		84			1909
2005	1815				79	1894
Grand Total	4669	57	559	7976	108	13369

- The current vessel started in May 2003
- Most recently, Grima and Thora have provided relief/overhaul cover on the route.

Number of sailings operated by month

8.3 Year	Month												Grand Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1999	107	97	125	139	153	141	176	167	145	151	152	133	1686
2000	102	127	130	142	158	155	164	149	146	143	142	153	1711
2001	130	120	140	148	157	142	162	164	156	151	144	153	1767
2002	140	128	144	146	170	168	161	168	163	141	120	149	1798
2003	139	144	143	142	165	176	158	169	152	144	148	98	1778
2004	137	117	155	154	157	149	164	151	132	157	141	134	1748
2005	123	110	144	143	145	150	165	147	155	161	123	152	1718
Grand Total	878	843	981	1014	1105	1081	1150	1115	1049	1048	970	972	12206

Includes positioning runs to/from Symbister.

Monthly Passenger Carrying - Whole route

8.4	Month													Grand Total
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
	1999	256	218	328	400	443	471	630	657	450	461	375	308	4997
	2000	211	231	360	418	576	582	643	727	484	513	324	349	5418
	2001	279	269	324	380	457	569	561	683	476	372	362	419	5151
	2002	260	244	387	435	504	598	601	645	718	344	350	412	5498
	2003	283	381	399	423	600	785	687	829	648	537	473	383	6428
	2004	348	362	513	558	546	680	680	797	400	481	414	390	6169
	2005	335	311	420	491	525	774	784	857	739	471	409	447	6563
	Grand Total	1972	2016	2731	3105	3651	4459	4586	5195	3915	3179	2707	2708	40224

Monthly Passenger Carrying - Lerwick legs only

8.11	Sum of Passengers													Grand Total
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
	1999	28	35	42	71	45	81	120	76	61	84	55	60	758
	2000	23	39	76	42	89	62	85	124	68	80	65	27	780
	2001	37	44	52	63	75	87	63	98	52	57	39	66	733
	2002	31	31	39	75	69	72	82	108	98	83	56	45	789
	2003	31	33	49	62	50	84	111	50	66	98	105	91	830
	2004	50	51	73	98	26	146	137	131	97	83	113	70	1075
	2005	75	87	127	66	102	203	141	175	161	113	121	124	1495
	Grand Total	275	320	458	477	456	735	739	762	603	598	554	483	6460

%age of route total
15%
14%
14%
14%
13%
17%
23%

- In 2005, approximately 23% of traffic on the route moved between Skerries and Lerwick and v v.
- In 2000, the corresponding figure was 14%.
- Since the 'new' Filla came on the route, the split has grown each year.

Monthly PCU Carrying (Passenger Car equivalent Units) - whole route

8.5	Month													Grand Total
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
	1999	155	125	129	163	185	244	284	269	235	241	205	180	2412
	2000	99	130	213	231	277	266	289	340	236	222	171	181	2651
	2001	128	146	176	212	247	280	255	271	248	217	185	250	2611
	2002	179	186	245	245	387	379	321	275	295	205	179	195	3088
	2003	177	250	213	232	272	266	264	310	304	282	269	195	3033
	2004	170	164	287	240	262	299	269	309	217	215	225	184	2839
	2005	180	155	194	270	250	316	295	302	347	246	219	221	2994
	Grand Total	1087	1156	1455	1592	1878	2048	1975	2075	1880	1626	1451	1405	19627

Monthly PCU Carryings (Passenger Car equivalent Units) - Lerwick legs only

Sum of pcu	Month												Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
1999	20	22	24.5	47.5	23	46	65.5	50	42	49.5	40	32	462
2000	14	33	53	31	52	35.5	41	76	46	47.5	32.5	19.5	481
2001	14.5	30	42	46	51.5	50.5	36	41.5	50.5	41	30.5	39	473
2002	31	42.5	42.5	54	65	57.5	61.5	73.5	60.5	53.5	34.5	22	598
2003	37	31.25	36	34	32.5	44	55.5	27	42.5	61.5	69.5	54	524.75
2004	37	30	45.5	50	14	63.5	64	67.5	55.5	45	67.5	36	575.5
2005	48	42	90.5	49	66	99	70	65.5	87	55	76.5	64.5	813
Grand Total	201.5	230.75	334	311.5	304	396	393.5	401	384	353	351	267	3927.25

%age of route total
19%
18%
18%
19%
17%
20%
27%

- As for passengers, the proportion of traffic using the Lerwick leg has grown.

Monthly passenger utilisation

8.6

Year	Month												Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
1999	20%	18%	11%	16%	18%	26%	26%	25%	26%	23%	21%	20%	21%
2000	13%	15%	17%	23%	28%	28%	28%	37%	26%	23%	19%	17%	23%
2001	12%	16%	15%	20%	25%	24%	21%	25%	25%	23%	19%	25%	21%
2002	19%	21%	21%	24%	34%	37%	32%	26%	28%	21%	18%	19%	25%
2003	19%	27%	21%	25%	26%	22%	18%	20%	21%	19%	19%	14%	21%
2004	12%	12%	20%	17%	16%	21%	17%	21%	16%	14%	16%	14%	16%
2005	14%	12%	14%	19%	15%	22%	19%	22%	24%	16%	17%	14%	17%
Grand Total	16%	17%	17%	20%	23%	26%	23%	25%	24%	20%	18%	18%	21%

Figures are understated as analysis includes positioning runs to/from Symbister - some of which conveyed passengers and vehicles.

Monthly PCU utilisation

8.7

Year	Month												Grand Total
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
1999	10%	9%	7%	12%	13%	15%	18%	19%	15%	13%	12%	10%	13%
2000	9%	8%	8%	13%	18%	18%	19%	24%	16%	16%	11%	10%	14%
2001	8%	9%	7%	11%	14%	12%	13%	18%	14%	12%	11%	12%	12%
2002	8%	8%	9%	12%	14%	17%	18%	18%	20%	11%	11%	12%	13%
2003	9%	12%	12%	14%	17%	18%	14%	16%	14%	11%	10%	8%	13%
2004	7%	8%	11%	12%	9%	14%	13%	16%	9%	10%	9%	9%	11%
2005	8%	7%	9%	10%	9%	16%	15%	19%	15%	9%	9%	9%	11%
Grand Total	8%	9%	9%	12%	13%	16%	16%	18%	15%	12%	10%	10%	12%

Figures are understated as analysis includes positioning runs to/from Symbister - some of which conveyed passengers and vehicles.

Monthly weather related cancellations

8.9	Month												Grand Total	
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov		Dec
1999	3	8				2	3					1	5	22
2000	5									1			1	7
2001	1	3							2					6
2002	2		1	1							3	35	11	53
2003			3							4	1		40	48
2004		26		1				8		1	6			42
2005	10	23		7	6	3		3		2	15	4		73
Grand Total	21	60	4	9	8	6	0	11	3	10	58	61		251

Compare with Whalsay service diversions to Vidlin

	Month												Grand Total
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	
2000	51	45	29		2	9		7	90	153	81	101	568
2001	73	35	88	22		7		4	21	76	27	50	403
2002	70	64	63	37	43				4	34	206	102	623
2003	3	146	88	35	13	1			12		143	19	460
2004	33		84	85	25				32	96	16	33	404
2005	58	61	40	77	10	2	8	24	63	56	19	81	499
Grand Total	288	351	392	256	93	19	8	35	222	415	492	386	2957

Compare with Fetlar cancellations (includes sailings which did not convey any traffic)

	Month												Grand Total
	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	
2002	47	32	31	31	21	6	10	9	7	16	35	33	278
2003	34	29	29	24	20	8	15	13	14	22	28	32	268
2004	31	23	14	10	5	2	8	7	8	22	35	35	200
2005	55	34	44	23	11	6	6	17	25	29	41	38	329
Grand Total	167	118	118	88	57	22	39	46	54	89	139	138	1075

Monthly weather related cancellations where 'North-East Mouth' inaccessibility was recorded

Year	Month							Grand Total
	Jan	Feb	May	Jun	Aug	Nov	Dec	
2003							23	23
2004		22			8	6		36
2005	7		6	3	3			19
Grand Total	7	22	6	3	11	6	23	78

Monthly cancellation due to no bookings

Year	Month												Grand Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1999	20	10	14	24	16	10	3	9	8	27	6	12	159
2000	17	20	14	7	5	5	7	3	6	18	9	20	131
2001	14	25	14	11	7	5	6	5	10	9	14	15	135
2002	11	19	12	5	7	4	8	9	5	19	5	11	115
2003	18	11	17	14	10	3	4	6	6	6	10	9	114
2004	19	9	5	6	5	8	7	7	16	8	12	17	119
2005	11	8	13	9	11	3	9	4	5	14	6	10	103
Grand Total	110	102	89	76	61	38	44	43	56	101	62	94	876

Route performance against core timetable

Month	Core scheduled*	Core delivered**	Core not booked	Cancelled			Service Reliability
				Weather	NE Weather	Mech Bdown	
Jan '05	102	81	11	3	7	0	90%
Feb	100	69	8	23	0	0	77%
Mar	108	95	13	0	0	0	100%
Apr	112	96	9	7	0	0	94%
May	111	94	11	0	6	0	95%
Jun	102	94	3	0	3	2	95%
Jul	119	110	9	0	0	0	100%
Aug	104	97	4	0	3	0	97%
Sep	108	103	5	0	0	0	100%
Oct	115	99	14	2	0	0	98%
Nov	102	79	6	15	0	2	83%
Dec	112	96	10	4	0	2	95%
Total	1295	1113	103	54	19	6	94%

* - All sailings advertised as available for customer reservations. (excludes Community Hires)

** - Advertised sailings actually delivered.

Reliability is defined as the number of scheduled (core) sailings completed divided by the number of scheduled (core) sailings.

3 Community Council Hires were recorded for the year (run up to Christmas).

